

THE YOUNG MEN'S CHRISTIAN ASSOCIATION'S SEMI-CENTENNIAL, ILLUSTRATED.

LESLIE'S WEEKLY

ILLUSTRATED

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VACCINATING STEERAGE PASSENGERS IN MID-OCEAN.

AN EXPERIENCE THAT CREATES CONSTERNATION AND RESENTMENT AMONG THE VAST HORDE OF IMMIGRANTS SEEKING A HOME
ON AMERICAN SOIL.—DRAWN FOR "LESLIE'S WEEKLY" BY G. B. FOX.—(SEE PAGE 409.)

LESLIE'S WEEKLY.

The Oldest Illustrated Weekly in the United States.

THE 20TH CENTURY RECORD OF CURRENT EVENTS.

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The End in Sight in the Philippines.

(Contributed Article to Leslie's Weekly.)



GENERAL JOSEPH WHEELER.

IN order to understand the effect on the Philippine question of the capture of Aguinaldo, it is necessary to consider the condition of those islands, not only during the last year, but back for a long period.

During nearly half a century prior to the breaking out of the Aguinaldo rebellion, five years ago, the Spaniards had maintained

comparative peace in those islands with a very small military force. Frequently during that period the force of Spanish soldiers in the entire archipelago was only about 700 men, while the native soldiers employed by the Spanish government were frequently as low as 1,200, and the reports of the Spanish government show that when the rebellion broke out in 1896 there were but 1,500 soldiers in the Spanish archipelago, and between 5,000 and 6,000 natives, many of whom abjured Spanish allegiance and joined the insurgents. The Spanish government soon increased the force of Spanish soldiers to 10,000, and by autumn the total number of this class of men in the islands was about 28,000. This force very quickly broke the strength of the rebellion, and the treaty of peace was negotiated by which Aguinaldo consented to deportation.

On February 4th, when the insurrection broke out against the Americans, the force under Aguinaldo was variously estimated, but, as nearly as I can learn, the most authoritative accounts put his organized force, armed with modern weapons, at not over 13,000 men. A great deal has been said about bolomen, but nearly every man in those islands carries with him a knife which is called the "bolo" knife, which is used by him for many different purposes. In peace it is a domestic instrument, and in war he uses it very skillfully as a weapon of offense and defense.

After the Americans drove the enemy from their fortified position at Bamban on November 11th, 1899, Aguinaldo, who had been maintaining his government at Tarlac, sixteen miles north of Bamban, made a hasty retreat to the mountains, and from that time his forces became scattered fragments, and during the last several months it is doubtful if the total number of armed hostiles exceeded 3,000 men. These were composed of the bandit hordes and the broken fragments of a disbanded army, the latter of which have been giving in their allegiance from time to time, the generals and higher officers becoming very tired of hiding out in the mountains.

The great difficulty met with by Americans in the Philippines has been the work of overcoming the false reports that have been disseminated through the archipelago. Aguinaldo's printed publications in the different languages have been of a character to convince the people that the Americans would be oppressive, cruel, and unjust rulers. He even went so far as to assert that our purpose was to enslave the people and despoil them of their lands. He portrayed the fate of the North American Indian, and told the people that if America was not resisted their fate would be the same. I had very many talks with prominent men in the different cities as we advanced in the interior, and, while the more intelligent were led, in a measure, to believe in our protestations, their almost invariable answer was that the difficulty of Americans would be to convince the people. They stated that words and promises meant nothing to the Filipinos; that their experience with the Spaniards had convinced them that promises were only made to be broken. They said that acts oft repeated would be necessary to convince them of our intentions.

Another thing which made the Filipinos unwilling to commit themselves to Americans was the threats of the insurgent leaders. I saw many publications, as we advanced in the interior, containing extracts from American newspapers, which tended to show that there was a large party in America insisting that our army and navy be withdrawn

from the archipelago, and this was so persistently stated that I think the people generally believed that the American army would be withdrawn, in which event they feared severe punishment if they in any way aided or showed sympathy for the Americans. Aguinaldo and most of his cabinet and generals now being in American hands, the real attitude of the American government is being understood by them, and, as I understand that Aguinaldo, backed by his cabinet and higher officers, is advising the insurgents to cease all hostile acts and surrender their arms and swear allegiance to the government, it seems to me that in a few months the banditti will be the only hostiles in those islands. These always existed under Spanish rule, the force of that government in the islands being so small they could not penetrate the interior and hunt them down.

With the aid of native soldiers and scouts this can easily be done by the Americans, and I believe in one year the entire Philippine archipelago will be as peaceful and quiet and law-abiding as any race on earth of their general character and civilization. I think we can certainly hope that the peaceful and law-abiding character of the people will be better than that which now exists in Mexico, and very nearly as satisfactory as the condition in our Territories.

Joseph Wheeler

What Will the Harvest Be?

WHEN the record of the first experience of Governor Odell with a Legislature overwhelmingly Republican in both branches has been written, all, or nearly all, the credit for the good achieved will be his. No Governor has ever excelled him in keeping his pledges. The promises of his first annual message have been faithfully fulfilled. Extravagant commissions have been abolished, or consolidated within reasonable limits, unnecessary and undesirable bills have been unsparingly vetoed, and the knife has been thrust into extravagance in all directions with refreshing vigor. As a result, the people of the State are to enjoy the lowest tax rate they have had in many years.

Yet it cannot be concealed that the work of the Legislature has been so full of sins of omission and commission that the people of New York are angered well-nigh to exasperation. If we had not had an executive determined and able, with the help of a few conservative and efficient leaders, to control the situation, extravagance would have run riot. The passage of the amendments, sneaked into the revised city charter, to subsidize a lot of borough newspapers at the expense of the tax-payers for the benefit of a few back politicians, the amendment for the distribution of judicial offices among the spoilsmen of the "machine" in Brooklyn, and, worst of all, the amendment to enable private and possibly sectarian schools to grab funds set apart for public education, not to speak of the boodling amendment known as "the Police Platoon Measure" (for the passage of which it is said that certain Republican lobbyists were to be paid \$90,000), have stirred the indignation of the people throughout the State.

If the Republican party hopes to maintain its success in New York it must prove that it is worthy of success. It must demonstrate not only by the acts of a courageous and conscientious Governor that its chief executive can be trusted, but it must also prove that legislators and subordinate officers, elected on a platform advocating honesty and economy, can stand as well as run on such a platform. It is the misfortune of the situation that when appointments are to be made it is no longer a question whether a man is fit and capable for a public place, but that the sole inquiry is as to his power with "the Organization." This is a sad situation for a party founded not on patronage, but on principles. The worst of it is that the real leaders of the party, who have no part or lot with the looters, will be the ones chiefly to suffer, for when election comes they will be the public targets behind which the looters will promptly conceal themselves.

The people of New York State certainly will not vote to substitute a Republican for a Tammany Hall political machine, and the sooner the party leaders realize this fact the greater will be the hope of Republican success.

The Partisan Break in the South.

THE announcement by Senator McLaurin, of South Carolina, that he will hereafter act on certain lines with the Republicans portends a break in the partisan solidarity of the South which must have momentous consequences for that region. Many Southern men who are not Republicans, and who never expect to be, will welcome this change of base of the South Carolina Senator as an indication that the South will soon have two great parties instead of only one, and that its politics will be purified on that account, irrespective of the party which is in the ascendancy.

Until within about a third of a century there were two parties in the South as well as in the rest of the country. Delaware and Maryland were Federalist strongholds until the end of the days of the Federalist party, shortly after the close of the war of 1812. The Federalists had a large following, too, in Virginia, North Carolina, and South Carolina. In 1836 when William Henry Harrison was one of the Whig candidates for President, he carried Delaware, Maryland, and Kentucky. In 1840, the year in which he was elected, he carried those three Southern States, with North Carolina, Georgia, Mississippi, Louisiana, and Tennessee, in addition. Clay, the Whig, in 1844, won Delaware, Maryland, North Carolina, Tennessee, and Kentucky. Taylor, Whig, in 1848 had all of those States, with Georgia, Florida, and Louisiana.

In those days, as now, the Democratic party was strong in the South, yet both Harrison and Taylor carried more Southern States than their Democratic opponents (Van Buren, in 1840, and Cass, in 1848) did. Even after the Whig party disappeared in the Kansas-Nebraska cyclone of 1854, and the Republican party came in its place, with different leaders and creed, all the Southern States did not become Democratic. Maryland gave its electoral vote in 1856 to ex-President Fillmore, the candidate of the Know Nothing, or American, party. In 1860 Virginia,

Kentucky, and Tennessee went to Bell, the candidate of the Constitutional Union party, and Bell came within a few hundred votes of carrying Maryland and Missouri, and made a close run for several other Southern States.

It is only since 1876 that the term "solid South" was invented. In the abnormal conditions of the reconstruction days, when the negroes were enfranchised and many of the ex-Confederates disfranchised, the Republicans got control of many of the Southern States, but this condition changed soon afterward. From 1880 onward all the ex-slave States were carried by the Democrats until 1896, when the Republicans won Delaware, Maryland, West Virginia, and Kentucky. All of these, except Kentucky, went Republican in 1900.

The effect of the appearance of two strong parties in the South will be that two parties will come in the North, where most of the States have been going to one party in recent years. Before the war of secession Pennsylvania, Maine, New Hampshire, Indiana, and Illinois were as reliably Democratic as South Carolina is now. Other Northern States, now Republican, were usually carried in those days by the Democrats.

The disappearance of the geographical line in politics is a good sign. It means the abolition of sectional irritation. It means the creation of an opposition which will compel each side to put up better candidates. In the breaking of the sectional line, which is now foreshadowed, Vermont and Massachusetts may soon become doubtful States.

The Plain Truth.

A GREAT deal has been written regarding the decadence of the church, and it has become the fashion to charge the failure of the churches to increase their membership to the inability of the clergy to maintain interest in religious exercises. In a recent address by the Rev. George Edward Reed, president of Dickinson College, he recalled the fact that in the apostolic days, to which the critics of the church are so fond of referring, there was great force in the power of the laity in matters ecclesiastical. President Reed thought he detected a tendency in this age toward vastly increased activity in church matters on the part of the laymen. This leads to the thought that he has struck at the heart of the matter. While the laity have been finding fault with the clergy, the real difficulty has been that the former have not rallied to the support of their chosen leaders as they have done in times gone by. No clergyman can be efficient in the pulpit without the hearty, earnest, and unremitting support of the congregation. It is too often the fact that the apathy of the congregation has more to do with the decadence of a church than the shortcomings of the man in the pulpit. Many a weak church has been made strong by the leadership of a powerful executive head in the congregation, and many a strong church with a minister of ability in the pulpit has failed because the congregation was weakened by worldliness or destroyed by dissensions.

The newspapers of Cleveland, and in fact of the entire country, are watching with interest, and not without manifest signs of approval, the timely action of the Hon. Tom Johnson, the newly-elected Mayor of Cleveland, in tearing down the enormous advertising sign-boards which have been disfiguring vacant lots, the roofs of buildings, and other structures throughout his city. In Brooklyn, recently, the Rapid Transit Company attracted attention by the destruction of the advertising signs which have littered the pillars of the elevated railroad. The example of Mayor Tom Johnson and the Brooklyn Rapid Transit Company might well be emulated in New York City. The newspapers are just beginning to discover that from the selfish as well as from the æsthetic standpoint they have an interest in utterly obliterating the advertising signs which disfigure public streets, elevated structures, and the interiors of street-cars. A newspaper publisher who spends his money legitimately in establishing a journal for the use of the reader and the advertiser, is finding that much of his legitimate trade is being illegally diverted. Franchises granted to street and elevated railroad systems are for the conveyance of passengers and sometimes of freight. They do not authorize the use of the roadway or the cars for advertising, or for any other mercantile purpose. The newsboy who undertakes to board a street-car to sell the daily papers is forbidden to enter, but the railroad which ejects him continues to sell space in the car to advertisers in competition with the newspapers whose selling agents it ejects. The whole nuisance of street-car, sign board, bill-board, and fence advertising should be abolished, and would be if the newspapers would only say the word.

No newspaper in the United States, and probably none in the world, has ever included in its list of editors a greater number of distinguished men than the New York Tribune, which has just celebrated its sixtieth anniversary. The list recalls some of the most eminent Americans, and includes Bayard Taylor, Horace Greeley, Charles A. Dana, John Hay, Henry J. Raymond, Whitelaw Reid, and George W. Curtis. Great as was the Tribune while Horace Greeley was its presiding genius, covering a period of nearly thirty years, it was then not more influential and was certainly far less profitable to its owners than it has been in later years. For twenty-nine years it has been under the editorship and control of the Hon. Whitelaw Reid, and he has given to it a power, a strength, and financial success far beyond the expectations even of Horace Greeley himself. The Tribune occupies a field of its own in New York journalism. It is conservative in all things, even in its political views. Unflinchingly Republican, it deals justly and fairly with every public question, and is hardly less sparing of offenders in its own party than of those in the ranks of the enemy. It is scholarly in its editorials, accurate in its news, intelligent in its interpretation of public opinion, and it therefore runs on the most even keel of any newspaper in the great metropolis. It is a tribute to the good sense and discriminating judgment of the reading public that, while the Tribune, in the midst of all sorts of rivalry from cheap and sensational journals, has rigidly maintained its price of three cents a copy, it has continued to increase its circulation, to strengthen its influence, and to add to its great success. It would be unjust if the credit for this remarkable achievement were not given to Mr. Reid, to whose painstaking care and journalistic genius the credit is solely due.

PEOPLE TALKED ABOUT

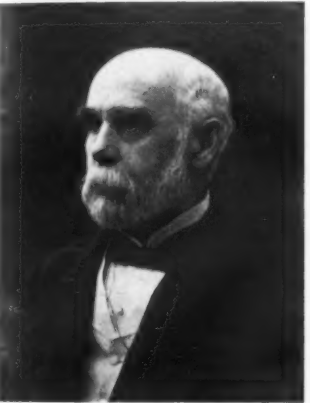
—THAT colored men have in them the making of brave and efficient soldiers has been proved by numerous instances in the



CAPTAIN BENJAMIN O. DAVIS, FIRST COLORED MAN TO RISE FROM THE RANKS TO A COMMISSION IN OUR REGULAR ARMY.

Captain Davis is a native of Washington, D. C., nearly all of his life having been spent there and his education obtained in its schools. At the outbreak of the war with Spain he assisted in recruiting a company of immunes, afterward Company G, Eighth United States Volunteer Infantry, and was commissioned first lieutenant, serving with credit until the regiment was mustered out in March, 1899. The accompanying photograph shows him in the uniform of a captain of high-school cadets.

—Up to the last day of the recent session of the Nebraska Legislature there was every prospect that the deadlock over the



HON. JOSEPH H. MILLARD, NEW UNITED STATES SENATOR FROM NEBRASKA.

Photograph by Heyn, Omaha.

Both of these men were unknown in politics a year ago; both are bankers, however, and have figured prominently in financial affairs in Nebraska. Mr. Millard is a Canadian by birth, but he went to Nebraska in 1856, at the age of twenty, and has resided there ever since. He was the founder of the Omaha National Bank, of which institution he is still President. He was a director for many years of the Union Pacific road. He has never held any public office before.

—None but the initiated can comprehend the keenness of vision, steadiness of hand, and long experience required to kill



ROBERT A. WELCH, WHO WON \$1,000 BY KILLING EIGHTY-EIGHT OUT OF ONE HUNDRED PIGEONS.

were judged by experienced spectators to be the speediest ever released from traps in this country. Not long ago, with slower birds, the two contestants made a tie with a score of eighty-nine apiece. In the later contest, despite his defeat, Mr. Money secured the longest consecutive string, killing from the six-

teenth to the forty-sixth bird, inclusive. Though a strong wind prevailed most of the time, making execution far more difficult than is ordinarily the case, the match was shot off in record time of less than two hours. Mr. Welch's longest string was twenty-six birds straight. This same winner had previously secured the "Grand American," which is the blue ribbon of national trap shooting events.

—That honor and success are possible in this country to any young man who has the requisite energy and perseverance, and



SURGEON TAHY UD-DEEN, THE ONLY NATIVE SYRIAN HOLDING A COMMISSION IN THE UNITED STATES ARMY.

land, from which he was graduated with high honors in a course of medical study. He was then offered a position as resident physician at Bay View Asylum, Baltimore, but declined to accept, preferring an army career. As soon as he obtained his degree he enlisted in the army as a hospital steward, and was assigned to the Washington Barracks. Shortly afterward he took the examination for acting assistant surgeon, and was placed on the eligible list. He received his appointment February 26th, and remained at Washington until he received orders on March 16th to report for duty at Columbus Barracks, Ohio, where he now is. Surgeon Tahy-ud-Deen is only twenty-three years of age.

—It was another case of the unexpected that happened when the Nebraska Legislature, in the closing hours of a long and exciting contest over the



GOVERNOR CHARLES H. DIETRICH, RECENTLY ELECTED UNITED STATES SENATOR FROM NEBRASKA.

to himself and to the State. Governor Dietrich was born in St. Louis forty-eight years ago, his parents being natives of Germany. His entire school education was over at the age of twelve, and from that time to the present Mr. Dietrich has "hoed his own row." Such was his energy, thrift, and industry that he succeeded in his various undertakings to a notable degree until 1873, when he located in Hastings, Neb., with capital enough to open a store of his own. He prospered so well that in a few years he helped to organize the German National Bank, of Hastings, and has been its president ever since. Up to the time of his election as Governor of Nebraska, a year ago, Mr. Dietrich had never figured prominently in politics, and had held no public office.

—No part of the Bible narrative has been more sharply challenged by scientific men and learned critics generally than



REV. GEORGE FREDERICK WRIGHT, D.D., WHO SAYS THE BIBLE ACCOUNT OF THE DELUGE IS PROVED BY GEOLOGY.

that without regard to his color or nationality, is afforded a striking illustration in the case of Mr. Najib Tahy-ud-Deen, who has recently been commissioned as an assistant surgeon in the United States Army. Surgeon Tahy-ud-Deen is a native of Mount Lebanon, Syria, where his father is president of the Supreme Court. The young man received his early education in the Protestant college at Beirut, and came to America immediately after his graduation. Here, soon after declaring his intention of becoming an American citizen, he entered the University of Maryland, from which he was graduated with high honors in a course of medical study. He was then offered a position as resident physician at Bay View Asylum, Baltimore, but declined to accept, preferring an army career. As soon as he obtained his degree he enlisted in the army as a hospital steward, and was assigned to the Washington Barracks. Shortly afterward he took the examination for acting assistant surgeon, and was placed on the eligible list. He received his appointment February 26th, and remained at Washington until he received orders on March 16th to report for duty at Columbus Barracks, Ohio, where he now is. Surgeon Tahy-ud-Deen is only twenty-three years of age.

that relating to the catastrophe which overtook the world in the days of Noah, and by which, it is alleged, the entire human race, with the exception of that patriarch and his family, was wiped off the face of the earth. Many Bible students and Christian teachers insist upon a literal interpretation of the text of Genesis; other investigators, equally devout and sincere, assert that the story of the Deluge has a figurative meaning only, and is not to be accepted as a scientific or historical fact. Some geologists have

held the theory that the Biblical account refers to a fearful cataclysm which took place in prehistoric times, when the waters covered the lands of Mesopotamia and the regions surrounding Mount Ararat, but did not extend beyond the continent of Asia. Among living scholars and Biblical investigators, no one has devoted more attention to this particular subject than Professor George Frederick Wright, D.D., of Oberlin College, editor of the *Bibliotheca Sacra*, author of "The Ice Age in North America" and other scientific works. About a year ago Dr. Wright started on an extensive trip through Siberia and Asia Minor, in the hope that he might find in the highlands of these regions alluvial deposits which would show whether or not water had covered them at about the time the Deluge is said to have taken place. Reports received from him indicate that he has been entirely successful. One point he says he has established with certainty—"that since man's appearance there has been a period of instability in the earth's crust in northern and central Asia, which shows that the Biblical account of the flood is an entirely credible story." Dr. Wright has recently returned to America, and further details of his discoveries are awaited with great interest by Bible students generally.

—No event in the life of King Edward, not excepting that of being born heir to the crown of England, has brought him



QUEEN ALEXANDRA OF ENGLAND, AS A BRIDE OF NINETEEN.

Danish princess was in the cathedral at Worms, in 1861. Later they were both guests of the Crown Prince of Prussia, and their attachment for each other was made apparent. Just before the prince became of age his betrothal was announced publicly, though the secret had been known to the inner circle of his relatives for about a month. The royal pair had an engagement of about six months, during which many preparations for the wedding occupied the interest of both England and Denmark. The Danes were enthusiastic over the marriage of their princess, and the "people's dowry," as it was called, amounted to 100,000 kroner. After the arrival of the bride in England there were various public receptions in London, and the princess was hailed everywhere with true British cordiality. The wedding ceremony took place in St. George's Chapel, Windsor, on March 10th, 1863, with all the pomp and gorgeous ceremonial befitting the occasion. From that day to this the popularity of Alexandra has been sure and steadfast. The sweetness and nobility of her character have endeared her to all the people and insured her a place of commanding influence in her present position as Queen of England.

—Among the faithful and experienced servitors who accompanied the Prince of Wales in his transition from the position



SIR FRANCIS KNOLLYS, PRIVATE SECRETARY TO KING EDWARD.

of a crown prince to that of King of England, none is so well known to the general public as Sir Francis Knollys, who continues in the relation of private secretary, having served the prince in that capacity for many years. Sir Francis has always been regarded as a model official of his kind. In a "Life of the Prince of Wales," published not long ago, it is stated that Sir Francis "has to act as his royal master's supplementary memory." Princess Charles of Denmark said to have felt sure that if Sir Francis were suddenly awakened in the middle of the night and asked what were the Prince of Wales's engagements eight days forward, he would not fail to begin to recite the entire list. Be that as it may, the position of Sir Francis Knollys is a very responsible one, and even his most intimate friends marvel how he can get through the enormous amount of work he has to do. If this were true when the royal master was only a crown prince, what must the work be now that the master has become the ruler of the British empire? Sir Francis was knighted in the year of Queen Victoria's diamond jubilee. His sister, Miss Knollys, served the Princess of Wales in a similar capacity for many years, and is now the private secretary of Queen Alexandra. It is a remarkable fact that two members of one family, a brother and sister, should hold such important posts as these.



ARMY NURSES WHO NOBLY DEVOTE THEIR LIVES TO THE CARE OF CONSUMPTIVE SOLDIERS.



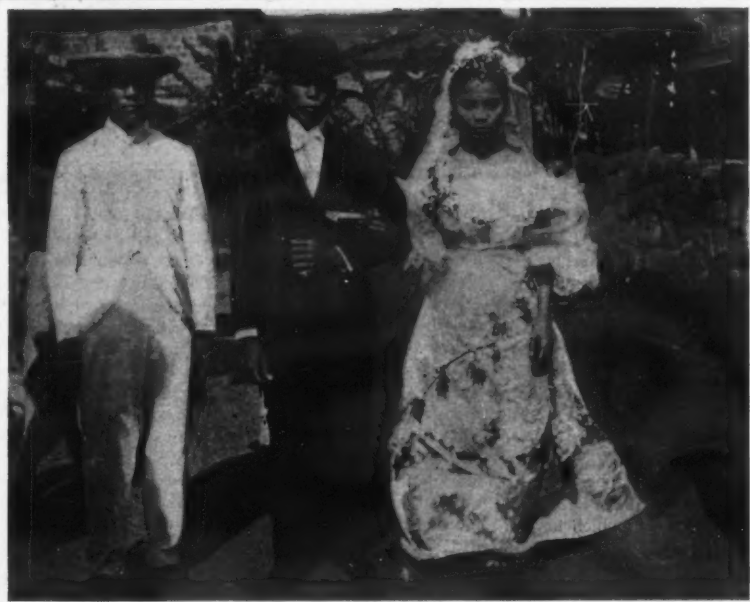
GENERAL VIEW OF THE MILITARY SANITARIUM.



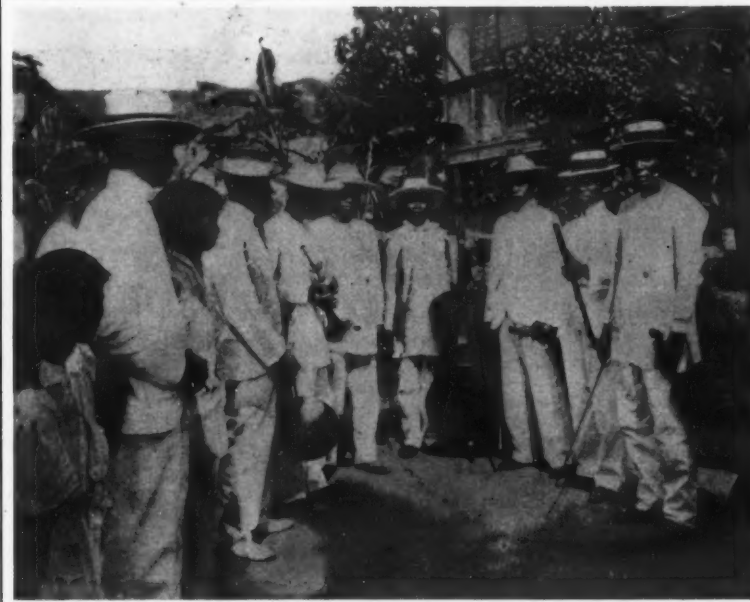
CONSUMPTIVES' QUARTERS, LOOKING NORTH.

HOW UNCLE SAM CARES FOR HIS CONSUMPTIVE SOLDIERS.

THE GREAT MILITARY SANITARIUM FOR TUBERCULOSIS PATIENTS AT FORT BAYARD, N. M.—[SEE PAGE 409.]



THE BRIDE AND GROOM PROCEEDING TO THE MARRIAGE FIESTA.



GETTING READY FOR THE FILIPINO WEDDING MARCH.



FULL-BLOODED NATIVE GROOM AND BRIDE, SURROUNDED BY RELATIVES.



A FLOWER-BEDECKED FILIPINO BRIDE, IN RAIMENT OF PISA AND JUSSI FABRICS.

A TYPICAL WEDDING CEREMONY IN THE PHILIPPINES.

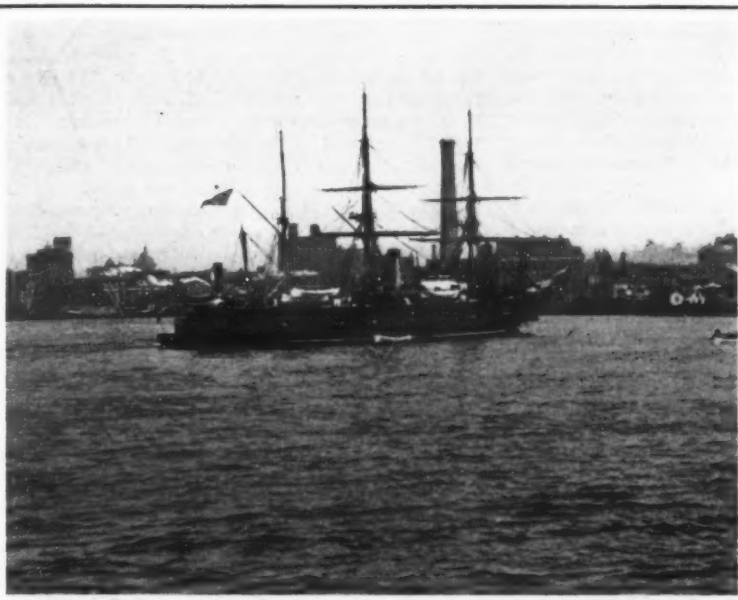
ATTENDED BY HUNDREDS OF RELATIVES AND FRIENDS, THE NUPTIAL FIESTA IS THE HAPPIEST DAY OF A FILIPINO'S LIFE-TIME.
 Photographed for "Leslie's Weekly" by Lieutenant G. H. White, Forty-Second Volunteer Infantry.—[SEE PAGE 412.]



SUNDAY MORNING CHURCH-GOERS IN MEXICO.
Thomas Brown, Jr., Aguas Calientes, Mexico.



(PRIZE-WINNER.) ENJOYING THE FUNNIEST STORY EVER TOLD
S. B. Johnson, Burlington, N. J.



ARRIVAL OF FARRAGUT'S FAMOUS FLAG-SHIP, THE "HARTFORD," AT THE
BROOKLYN NAVY-YARD.—*Florence Mason, Brooklyn, N. Y.*



THE \$20,000 HORSE "IROQUOIS," WINNER OF THE PRINCE OF WALES AND ST.
LEGER STAKES.—*Miss Mary Lenox Morris, Ridgely, Tenn.*



EXCAVATING UNDER THE MAGNIFICENT COLUMBUS MONUMENT, NEAR CENTRAL PARK, NEW YORK.—*R. D. Brown, New York.*

OUR AMATEUR PRIZE PHOTOGRAPHIC CONTEST—NEW JERSEY WINS.

(SEE OFFERS OF VARIOUS SPECIAL PRIZES IN OUR AMATEUR PHOTOGRAPHIC ANNOUNCEMENT ELSEWHERE IN THIS ISSUE.)

THE MAN WHO HANDLES NEW YORK'S MILLIONS.

COMPTROLLER BIRD S. COLER, WHO HAS MADE HUGE SAVINGS FOR AMERICA'S GREATEST CITY.

Few people, perhaps, will believe that the largest disbursing-office in the United States—outside, of course, of the Treasury Department in Washington—is the office of the comptroller of the City of New York, and that here the weekly disbursements average about \$4,000,000, or the vast aggregate of about \$207,000,000 a year. It is a rare tribute to the executive ability, as well as to the honesty and financial genius of the head of this department, that these disbursements are so carefully made that the vast monetary machinery runs without the slightest friction and without ever dropping a cog.



DEPUTY-COMPTROLLER LEVY AT HIS DESK.

At the end of the year there is no loss of any kind, and every cent of these enormous expenditures is accounted for. Not an unjust claim gets through the comptroller's office, nor is the expenditure a nickel in excess of what it should be. This has come about through the introduction of the most practical and efficient business methods.

A little less than four years ago political astronomers in New York made the discovery of a new planet in the heavens that look down over the municipality of New York. This new body was destined to become a political and economic star of the first magnitude. Those who knew Mr. Bird S. Coler four years ago were his social and business friends. Though he had always interested himself in the politics of New York, he had not a very large acquaintance among party manipulators. It had always been the practice to give the important position of comptroller of New York to a good political henchman of the first grade. New York had then just about finished with the excellent administration of Mayor Strong. If Tammany wished to recover municipal power and hold it, it was necessary to have a few strong men at the head of the city government. Bird S. Coler, who had made a success as member of a large financial firm, was asked to take the Tammany nomination for the comptrollership. He accepted, and won. Taking charge of the comptroller's office, he introduced the strictest banking methods.

Formerly it required at least five or six weeks to get a perfectly valid bill through the comptroller's office. Now the claim is attended to and the warrant made out in eight or ten days from the date of presentation of the account. Once upon a time, and that time was not very long ago, people doing business with the city of New York charged "extras" in every estimate because of the long time that their money would be tied up in the vaults of the city's depositories. New York is able to-day to buy all of

its vast quantities of supplies much more cheaply, because those who sell know that they can deal on a basis of "ten days' cash." It would require weeks of calculation, with access to all the city's books for years, to discover just how great this important item of saving is.

Many additional millions have been saved by the vigorous way in which Comptroller Coler has fought confessions of judgment. The case of O'Brien and Clark, the aqueduct contractors, who made a claim against the city for some \$700,000, to which Mr. Coler did not consider them entitled, illustrates the point. Corporation Counsel Scott had confessed judgment for that amount against the city. Mr. Coler took issue on the ground that the corporation counsel should not be allowed to confess judgment for such amounts without authorization. The comptroller was responsible for the introduction in the State Legislature of a bill prohibiting the corporation counsel from confessing judgment, except with the consent of the comptroller; and also providing that where the amount of judgment exceeded \$10,000 the consent of the mayor as well should be necessary to confession.

Then came a battle so royal as to prove the stuff of which the hitherto unknown Mr. Coler was made. As this was a fight partly against the office of the corporation counsel, Mr. Coler had to pay the expenses of litigation out of his own pocket. He lost, and was ordered to pay. About \$300,000 was actually paid out of the city treasury under orders from the court. But Mr. Coler, still convinced that he was right, continued to fight, and the Court of Appeals finally sustained his contention. Action to recover the money paid out to Messrs. O'Brien and Clark is now pending.

While the necessary expenses of administering the comptroller's office have been slightly increased, the saving that has accrued to the city through the fight against the old system of confessing judgment has amounted to not less than \$5,000,000. Yet this triumph was but slight as compared with the defeat of the proposed city contract with the Ramapo Water Company. A contract was about to be signed that would effectually bind the city of New York for forty years to pay the annual sum of \$5,000,000 for water. The terms of this extraordinary contract would have made it necessary for New York to expend at least \$10,000,000 more for reservoirs in which to store the water, for the Ramapo proposition looked only to bringing the water as far as the city's limits.

Just a few days before the final closing of the contract Mr. Coler unmasked his batteries. Ramapo was not without powerful champions. The claim that New York is always on the verge of a water famine was used with effect. The comptroller stood his ground, hurling at the friends of the contract the eloquence of figures honestly and capably marshaled. He proved to the satisfaction of the public that a huge raid on the public treasury had been planned. The people were with him, and made the fact so emphatically felt that the Ramapo contract remained unsigned.

At Albany the subsequent act in this drama was played. Comptroller Coler went up the State intent on having the Ramapo bill wholly repealed. In this move he entered upon the fight of his life, and so skillfully did he carry on the campaign that few

politicians with bad measures will care to break lances with the comptroller in the future. Under the bill recently repealed the company had power to acquire under eminent domain all the available water-sheds in every county in the State. This would have left every city and village needing a new supply helplessly in the power of the company, which probably would have charged the smaller municipalities the same price it had intended making New York pay—seventy dollars a million gallons, or about forty dollars more than it now costs New York. Had the charter continued in force, and had the initial victory of securing the New York City contract been won, it would have resulted in building up one of the most gigantic and oppressive monopolies.

Municipal ownership of all important privileges is undoubtedly the strongest article of the comptroller's political faith. He declared for it emphatically when he first ran for the office that he now holds. He has fought consistently for the best sort of public library, and for the greatest number of branches that can be secured. His system of financing the underground rapid-transit system is a marvel of ingenuity. He has obliged another man to bear the whole expense of building the railway and to agree to give it back eventually to the city.

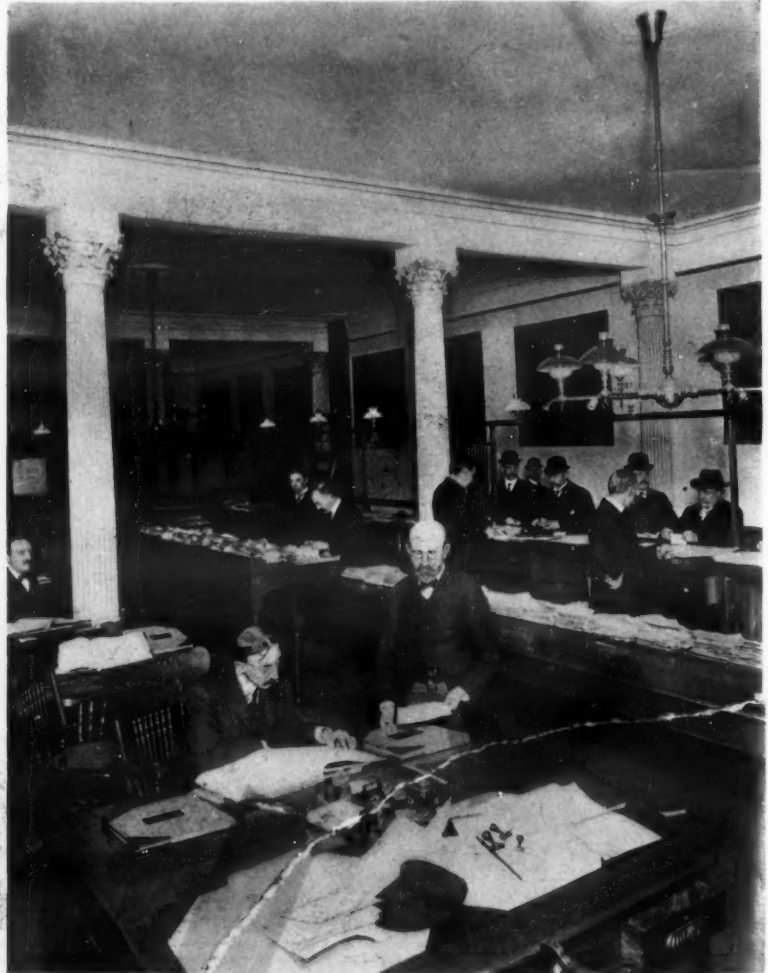
Thirty-five millions of dollars was the price for which Contractor McDonald agreed to build the railway. This amount was subsequently increased by \$1,500,000. The city furnished the money, but will receive it all back. Rapid transit would have been impossible for some years to come had not the comptroller taken hold of the dilemma at its one weak point, by separating the county from the city debt. The obligations of the various cities, towns, villages, and school districts, in addition to the debts of the counties that comprise greater New York, were charged against the constitutional debt limit of the city. Previous to the consolidation, county and city obligations were separate so far as the limit was concerned. Comptroller Coler, realizing the necessity of rapid transit, succeeded in having a constitutional amendment submitted to the people, and, through its adoption, secured the needed divorce between county and municipal funds. Contractor McDonald is obliged, under his contract, to pay the interest on the bonds, and to pay, in addition, one per cent. annually of the principal for fifty years. This will be sufficient to retire the bonds, and, at the end of the half century, leave the road absolutely the city's property. Should Mr. McDonald desire twenty-five years' more use of the underground system he has the option, but the terms are yet to be determined.

To one not familiar with the intricate routine of city expenditures any figures showing the extent of the work of the comptroller's office will be more puzzling than instructive. The budget for the current year amounts to \$98,000,000. Of this, the expenditure of some sixty per cent is made mandatory by State legislation governing the salaries of city employes and the equalization of those salaries, but the actual expenditures, including sinking-fund charges and the money borrowed to meet obligations, amount, as previously stated, to about \$207,000,000.

All sums expended, except for salaries, in excess of \$1,000 are supposed to be matters of contract in which the lowest



THE WATCH-DOG OF THE TREASURY OF GREATER NEW YORK, THE HON. BIRD S. COLER.



PAYING OUT WARRANTS FOR THE CITY'S MILLIONS IN THE GREAT DISBURSING OFFICE.

EXPENDING \$200,000,000 A YEAR OF NEW YORK'S MONEY.

HOW CITY COMPTROLLER COLER SUCCESSFULLY MANAGES THE GREATEST DISBURSEMENT OFFICE IN THE UNITED STATES OUTSIDE OF THE UNITED STATES TREASURY.

bidder in a public competition has the preference. There are some necessary exceptions to this rule. When a claim for payment is the result of a contract, the voucher for payment must emanate from the department owing the money. When the claim is for work done, it must be passed upon by the engineers of that department. The claim goes next to the clerical force of that department, which vouches for its correctness. It is then certified by the commissioner in charge of that department, after which the bill against the city goes to the comptroller's office. Even then no routine bill can be paid unless money has been appropriated therefor. Money ordered paid by a judgment of court must come out of a judgment fund or a revenue-bond fund.

When a bill, properly authenticated, comes to the department of finance for payment it is entered on a register, and then on the claimants' ledger, this latter in order to prevent the same bill from being paid twice. Where the claim is based on a contract there must be a separate inspection of the work by the engineers of the finance department. If these engineers report adversely payment is withheld until a satisfactory adjustment has been reached. But if the claim is passed as a just one it goes from the engineers to the examiners, to be certified to as to the correctness of the calculations, as well as to make sure once more that the bill has not been already paid.

Thence the claim passes on to a clerk, who prepares the warrant. Next a deputy auditor receives the papers. It is his work to ascertain the correct progress of the claim through all the preceding steps. He must satisfy himself that it is a legal claim, and of undoubted regularity. Now one of the auditors takes it in hand, and, after suitable examination, certifies to the comptroller that he has "examined, audited, revised, and allowed" the bill, that the charge is proper and just, and based on proper authority. Up to this point the auditor is strictly responsible.

On this official information the warrant is signed by Comptroller Coler, or, in his absence, by one of the deputy comptrollers who has been officially designated by his chief to sign for him. It is then signed by the mayor and chamberlain, after which the latter signs and issues a check in payment. In the few cases where it is necessary to order goods without a contract an inspector from Mr. Coler's office is always sent out to investigate the quantity and value of the supplies.

Nor is this long process of getting at the exact status of a claim against the city a matter of red tape. Every step is absolutely necessary in order to prevent the payment of possibly fraudulent claims. Absolute certainty in such cases is but one of many of Comptroller Coler's business rules. Even under the head of authorized charges little if anything escapes his close scrutiny. Take the case of public charities as an instance of the successful accomplishment of a needed economy. When Mr. Coler came into office the system of making charitable appropriations resulted in gross inequality. The city had facilities for caring for nearly all of its patients, yet was largely subsidizing private charities. Now private institutions are paid on a basis of services actually rendered under order of one of the courts or of the commissioner of charities. The income of a few of these institutions has been cut down on a sliding scale of income from the city.

In one important respect Comptroller Coler has struck an absolutely new key-note. He does not wholly approve of the men and women sent him by the civil service to fill subordinate positions. A little while ago he suggested the idea that the brightest graduates of our public schools be given an opportunity to pass from school to such positions under the municipality as they are able to fill, and that without any other preliminary than the school examination. Mr. Coler believes that the boys and girls in our great cities, while at their studies, should have the incentive of permanent and profitable employment as a reward of exceptional attainments.

It is indeed fortunate for the welfare of the tax-payers that an upright, thoughtful, experienced business man is at the head of our great auditing and disbursing bureau.

Copies of "Leslie's Weekly" Wanted.

COPIES OF LESLIE'S WEEKLY are desired to complete our files and we will be glad to compensate those who will send to us issues of LESLIE'S WEEKLY of the following dates: January 20th, 1898, No. 2210; May 12th, 1898, No. 2226, and July 21st, 1898, No. 2236. The papers should be addressed: "Manager, LESLIE'S WEEKLY, 110 Fifth Avenue, New York."

Time Was Up.

IT WAS QUIT COFFEE OR DIE.

WHEN a woman is brought to the edge of the grave by poisoning from the drinking of ordinary coffee day by day, and is then made a well woman by leaving it off, her experience is worth something to others that are poisoned in various ways from the same habit.

Mrs. Jeannette B. Brown, 100 Minor Street, New Haven, Conn., says: "Four years ago my life hung on a very slender thread with liver, kidney and heart trouble, and a very severe form of rheumatism. I was confined to bed with hauds, wrists, feet and ankles so badly swollen that they bore no resemblance to parts of the human body. I had frequent sinking spells from heart weakness when I was thought to be dying and sometimes thought to be dead. My doctor, one of the directors of the State Hospital, a very successful man in his profession, told me to stop drinking coffee and use Postum Food Coffee, as he said coffee was the primary cause of my trouble."

"I took his advice at once and discontinued medicines. Slowly the swelling disappeared, and the rheumatism left me, the sinking spells became less frequent, and I got out of bed and around the house. I was completely cured, but it required some time."

"For the past three years I have been a perfectly strong, healthy woman, sleep well, with good appetite, good color, active, and energetic."

"It is a great pleasure to testify to Postum, that has made me a well woman again. I have many friends here and in other parts of the State who are using Postum Food Coffee regularly, and I know to their very great benefit."

The Y. M. C. A., The World's Greatest Organization of Young Men.

(Written for Leslie's Weekly.)

THE fiftieth anniversary of an organization like the Young Men's Christian Association seems a favorable time to review the



DR. LUCIEN C. WARNER, CHAIRMAN OF THE INTERNATIONAL COMMITTEE OF YOUNG MEN'S CHRISTIAN ASSOCIATIONS.

past and to take an account of the progress made. George Williams, and a few young men who gathered with him June 6th, 1844, did not consider that they were forming a great organization. They did not draw up an elaborate constitution, and they had no idea of the far-reaching influence of the work which they were to do. They did what any young man can do—they did their duty as they saw it; they did the work which was at hand for them to do. The fundamental principles which called them together on that occasion are

the fundamental principles of the association to-day.

Great organizations do not grow out of nothing, but there must be some ideas behind them which are fundamental and far-reaching. The first thought that was in the minds of those young men as they met there is what has been since formulated into the phrase: "Work for young men by young men." The formula is many years later, but the thing itself existed at the first. There was, no doubt, need of tenement reform in London at that time. There were bad civic rulers, and the city was full of evil of all kinds. But they did not organize for the purpose of correcting these. They met for the purpose of themselves working for the benefit of their fellows—young men working for young men—and that has been the central thought ever since. The association tried to outgrow that thought in this country once, and many tried the experiment of looking after old women's homes and similar enterprises, with the result that they went out of business very quickly. It was only when they came to recognize that there was this one thing to do, and that it was the duty of young men to do it, that the associations began to get on solid foundations.

The second thought that was in the minds of those young men was to benefit their fellow-men religiously—the religious work of the association. That has also remained the central thought not only in this country, but in every country, and it will remain the central thought so long as the associations are successful. I have met only one man who did not like the religious work. I once had a talk with a minister about the work of the association, and he said he liked every part of the work except the religious teaching. He thought this should be left to the church. There are not many in this country who take that view of the matter, for not only is the religious work the most important work that any association can do, but the very existence and prosperity of the association itself depend upon it.

A few years ago an association in New York State procured a new secretary, who thought that religious talk with young men was detrimental and was keeping them out, and so he tried a new and better way to build up the association. He banished religious teaching largely from the association, and attempted to make it a great social centre and to get hold of the people by this important method. They got along for about three years, and then they became so hopelessly involved in debt that they were glad to get the State committee to come in and put them on their feet again and reorganize their work on evangelistic lines. That illustrates what would be the result if, over all this country, we left out religion as the motive power.

But while these two central thoughts are of first importance in the work of the association, they are not the only thoughts which have been developed in the association as it exists to-day. The association has been a growth. If we were to go to the magnificent building in Boston to-day we should find those two original lines of work carried on, but we should find also a large number of other forms of activity. There we should find organized committees to look after the physical development and the intellectual development of young men; we should find an important work for boys—a work so important that recently the international committee have established it as a separate department under a separate secretary.

Thus we find that there has been a large development of association work, especially in this country. This growth originated with and is confined largely to the American group of associations. The number of associations in North America is 1,439. In England and Scotland there are 1,233, while in Germany there are 1,687.

The total number of associations for the world is 6,192, and about one-fourth of these are in America. The membership of the association of America is 255,000, out of a total membership of 521,000. Thus America contains one-half of the membership of the entire world, while it has only one-quarter of the number of associations. In England there are 105,000 members—a little less than one-half the number of America—and in Germany, which had 1,687 associations, there are only 92,000—only about one-third of the membership, with a larger number of associations.

In America there are 682 secretaries. In England only seventy-five, in Germany only eighteen, in the whole world only 867. Four-fifths of all the employed secretaries in the world are in America. In the United States there are 339 buildings—the report this year will show very nearly 400—in England there are 136 buildings, in Germany sixty-one, and in the whole world 640 buildings. Thus more than one-half of all those in the world are in the United States. The value of the buildings in the United States is about \$24,000,000. The value of the buildings

in England is \$3,000,000, and in Germany a little less than \$1,000,000. The total valuation of the buildings in the world is \$26,000,000. So that four-fifths of all the value of association buildings in the world is in America.

An association is a different organization in America from what it is in any other part of the world. In Germany many of the so-called Christian associations would correspond more nearly to Christian Endeavor societies. I am not speaking with any disparagement of the Christian Endeavor society, for it is a noble society and is doing a grand work, but a Christian Endeavor society is a very different organization from a Young Men's Christian Association. There are in Europe a few of what are called American Young Men's Christian Associations. Such a one exists in Paris and there are several in Germany, in all perhaps ten or twelve, but not a large number.

In Great Britain and in other lands the associations are usually volunteer associations without secretaries, and in no way correspond with the association as we know it here in the United States. Such a building as the one in Boston is nowhere duplicated on the continent of Europe, in style or in quality of the work, whereas here it is only a sample of what we have all over the country. It is larger and better than most of them; but we have fifty associations in this country that are doing the same style of work as the Boston association, and are organized along the same broad lines.

With all the growth, America was also the first country to establish associations for special classes of young men. The student work was started in America, and we now have over 600 associations among students. This has been a growth and has extended from America to other countries.

We have now 160 associations for railroad men established in the various railroad centres of the country, and reaching a class of men not reached by Christian influences before. This work has so proved its value that it is to-day largely supported by the railroads themselves. The railroad officials come to the international committee to-day ready to contribute the money for the erection of buildings and the partial support of the work, and we have only to go out and organize the associations. All of this is because of the great good which the railroad associations have accomplished. This has made so great an impression on other parts of the world that an American secretary is now in St. Petersburg organizing associations after the American pattern.

Another department of the Y. M. C. A. work is in our army and navy. Here is exactly the class of men whom we want to reach—men without other Christian influences. That work was carried on so successfully during our late war with Spain that the Canadian government adopted it in the recent war in South Africa, and sent trained secretaries and tents with their troops.

This, in the main, presents the growth of the American movement and shows the primacy of these associations in the association movement of the world. We are to have a great convention in Boston June 11th to 16th, one of the most important conventions ever held upon this continent. There will be, perhaps, 3,000 delegates from this continent and a great number from England, Germany, France, Scandinavia, and other European nations. This convention will mark an epoch in the association movement of this country. The semi-centennial held seven years ago in London made such an impression in England as fifty years of association work had not made. They were aroused to the magnitude of the movement and of the work which it has accomplished throughout that country and the world. But here will be a much greater convention, and one which ought to exercise a greater influence. It will afford an opportunity to present the American association to the representatives of other countries.

This pattern of association has already been introduced to some extent in Switzerland, Germany, and Scandinavia, and it is our belief that it needs only to be understood to find a much larger acceptance. In fact, this whole association movement wants raising to a higher plane. When the association was established in Paris, part of the money was paid by an American gentleman, who sent over two secretaries to assist in organizing the work and in working up the subscriptions. They found that when one wanted to raise money in Paris for the benefit of a religious organization, it was not considered good form to go in at the front door, but one went around to the back-door, and the subscription-book was taken up to the master by a servant, and, if he felt disposed, he subscribed a few francs.

The American secretary raised the association to the dignity of a front-door entrance, saw the master of the house, and asked him for a subscription, not of two francs but of 1,000 francs, thus putting the work on a higher plane than it had ever been before. The work abroad has not always commanded the confidence and support of the strongest and best men in the community, as it does in this country, and we are anxious that when visitors come over to America to see the great gathering, they shall see that the strong men of our nation are behind the movement here, and that it has the support and confidence of our churches, colleges, and most able citizens.

Lucien C. Warner

Out of the Ashes.

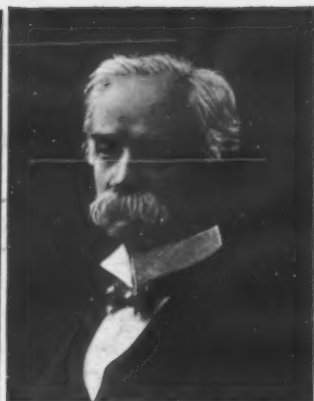
THE press of the State join in congratulating John A. McCarthy, the wide-awake publisher of the *Albany Press and Courier-Boeker*, on the completion of his new building that has sprung from the ashes of the structure which burned early last November at Albany, N. Y. The new home of this prosperous paper is a beautiful, massive brick building, provided with all the latest conveniences of a modern printing plant. Thousands of Albanians attended the recent house warming, which signaled the opening of the structure for business purposes, and all joined in hearty congratulations to its proprietor.



THE REV. THEODORE L. CUYLER,
THE VETERAN Y. M. C. A.
PREACHER.



SIR GEORGE WILLIAMS, FOUNDER
OF THE Y. M. C. A.



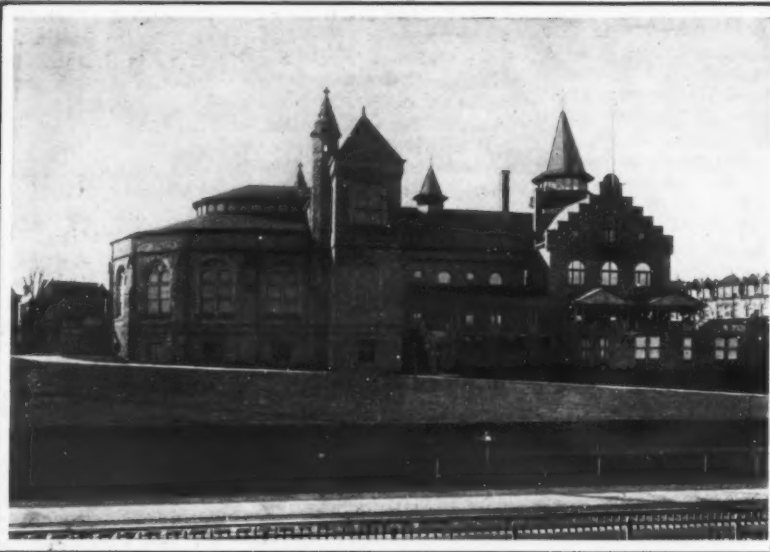
REV. GEORGE VAN DERLIP, ORIG-
INATOR OF THE BOSTON
Y. M. C. A.



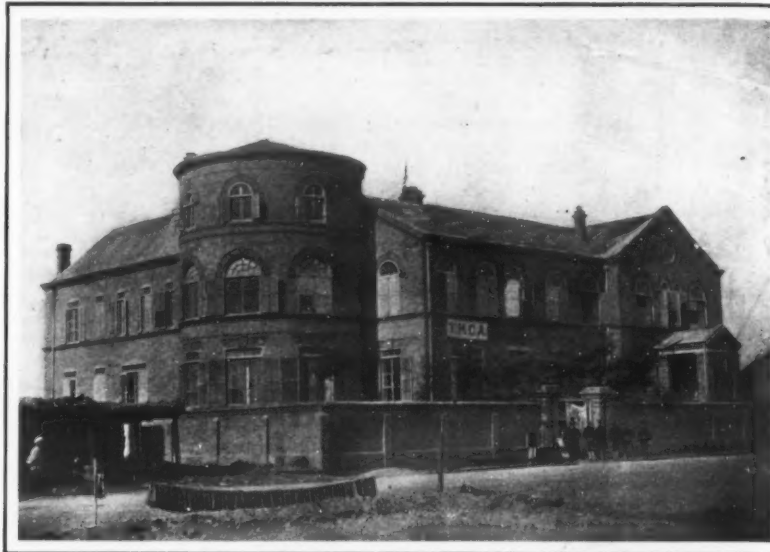
WILLIAM E. DODGE, THE EMINENT
NEW YORK Y. M. C. A.
LEADER.



LORD STRATHCONA, CHAIRMAN
OF THE CANADIAN
DELEGATION.



THE RAILROAD Y. M. C. A. BUILDING AT PHILADELPHIA, THE MOST COMPLETELY
EQUIPPED STRUCTURE OF ITS KIND IN THE WORLD.
Photograph by William H. Rau.



Y. M. C. A. HEADQUARTERS AT TIEN-TSIN, CHINA, OPEN TO ALL THE
ALLIED TROOPS.



THE FIRST Y. M. C. A. BUILDING IN NEW YORK CITY, RECENTLY SOLD FOR
OVER \$300,000.



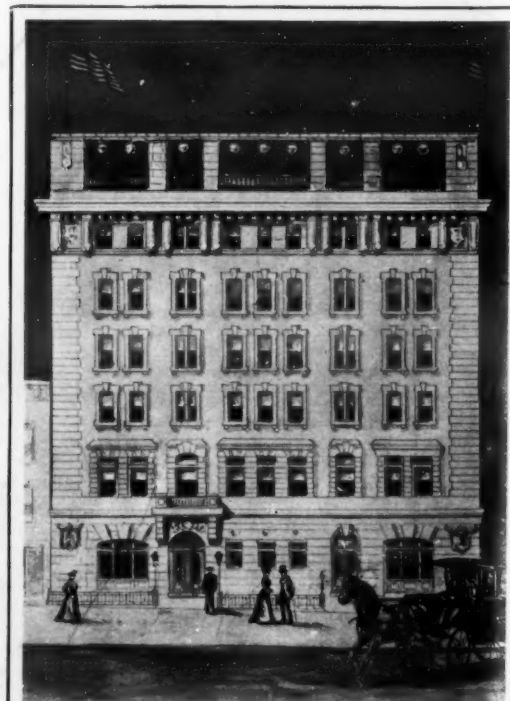
HEADQUARTERS OF THE Y. M. C. A. AT CAVITÉ, A WELCOME RETREAT
FOR AMERICAN SOLDIERS.



THE BOSTON Y. M. C. A. BUILDING, WHERE THE GREAT
JUBILEE CONVENTION IS TO BE HELD NEXT JUNE.

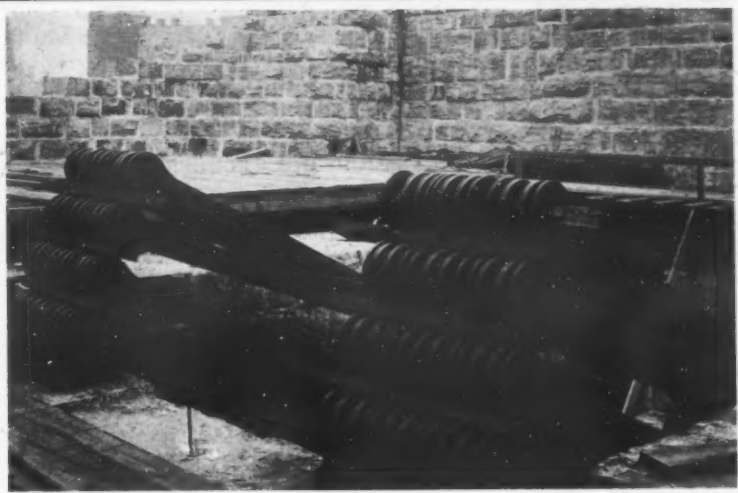


CLEVELAND'S ORNATE Y. M. C. A. BUILDING, THE CEN-
TRE OF A REMARKABLE WORK IN THE WEST.



MISS HELEN M. GOULD'S \$400,000 GIFT, THE Y. M. C. A.
BUILDING AT THE BROOKLYN NAVY-YARD.

THE APPROACHING Y. M. C. A. JUBILEE CONVENTION AT BOSTON, JUNE 11th TO 16th.
FOUNDERS AND LEADERS OF A FAMOUS ORGANIZATION AND SOME OF ITS REPRESENTATIVE BUILDINGS IN VARIOUS PARTS OF THE WORLD.
[SEE PAGE 405.]



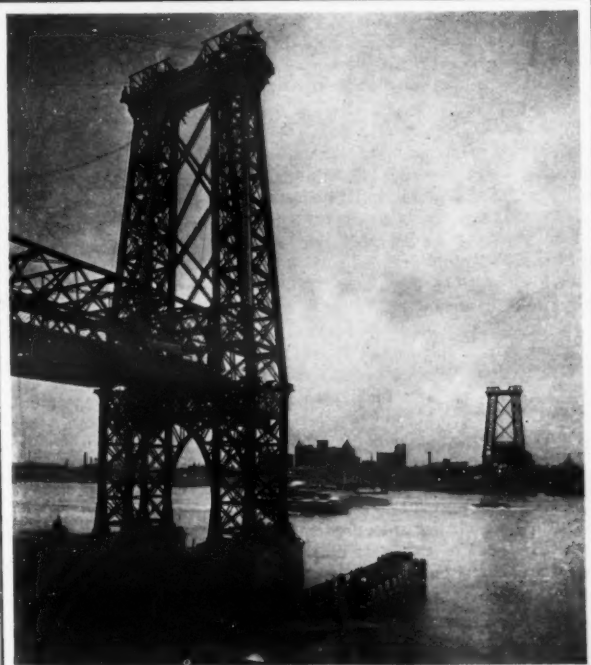
THE MASSIVE "EYE-BARS" TO HOLD THE MAIN CABLES.



EXTENSIVE DESTRUCTION OF PROPERTY TO MAKE ROOM FOR THE BROOKLYN APPROACH.



STARTING FROM THE NEW YORK SIDE WITH THE FIRST MONSTER CABLE OF THE NEW SUSPENSION BRIDGE.



THE LOFTY NEW YORK TOWER, WITH BROOKLYN'S TWIN TOWER IN THE DISTANCE.



THE CONGESTED SECTION OF NEW YORK, AS SEEN FROM THE NORTH TOWER—THE OLD BROOKLYN BRIDGE IN THE DISTANCE.—THIS INCLUDES THE MOST DENSELY POPULATED TENEMENT DISTRICT IN THE WORLD.—*Photograph by A. B. Phelan.*

THE GREATEST SUSPENSION BRIDGE IN THE WORLD.

LAYING THE FIRST CABLES OF THE NEW EAST RIVER BRIDGE, CONNECTING NEW YORK AND BROOKLYN.
PHOTOGRAPHED FOR "LESLIE'S WEEKLY" BY R. L. DUNN.—[SEE PAGE 400.]

THE MOST HISTORIC PRESIDENTIAL TOURS.

WASHINGTON'S VISIT TO HIS FELLOW-CITIZENS IN NEW ENGLAND AND THE MIDDLE STATES—MONROE'S AND JACKSON'S JOURNEYS THROUGH THE EAST—ANDREW JOHNSON'S "SWING ROUND THE CIRCLE"—GRANT'S, CLEVELAND'S, AND HARRISON'S EXCURSIONS—MCKINLEY'S GRAND CIRCUIT OF THE COUNTRY IN 1901.

I.

THE man who set the fashion for Presidential tours like that which Mr. McKinley is about to begin was the country's first



THE FLAG-BEDECKED SPECIAL TRAIN ON WHICH PRESIDENT MCKINLEY MADE HIS WESTERN TRIP IN 1899.

Copyright by Strohmeyer & Wyman.

President. Shortly after the close of the first sitting of the First Congress—the session which theoretically opened on March 4th, 1789, but which did not actually start until about a month later—President Washington set out on a journey through New England and part of the Middle States. Washington had at least four reasons for making the tour—to regain some of the strength expended in his exacting labors attending the launching of the government, then only a little over seven months old; to give the people a chance to see their chief magistrate; to arouse a national sentiment among his countrymen of all sections, and to learn the condition and to inquire into the needs of his fellow-citizens.

The Father of his Country was then fifty-seven years of age. His labors for the public, beginning as far back as 1753, the starting point of the French and Indian war (the American phase of Europe's seven years' war), and covering service throughout that conflict, the eight years in which he was at the head of the patriot armies during the war of Independence, and his work as presiding officer of the convention of 1787 at Philadelphia, which framed the Federal Constitution, had begun to tell on a physical vigor and elasticity wonderfully robust at the outset.

No other public man of his day had traveled so much throughout the country as Washington. He had been beyond the Alleghenies several times, including the period of his service against the French. No other man residing on the Atlantic seaboard knew the West from personal observation and study so well as Washington did. During the war of Independence he was in New England, the Middle States, and part of the South. Though naturally dignified and somewhat austere, he had been thrown into contact with all sorts and conditions of men. He believed it was the duty of a public officer to mingle with his fellow-citizens at every convenient opportunity. At that particular time he felt that his tour would aid in overcoming the provincialism and particularism still powerful in many of the States as a relic of their old separate, or quasi-separate, existence. This fear and jealousy of the central government was one of the reasons which kept North Carolina from ratifying the Constitution until November 21st, 1789, over eight months after the government had gone into operation in the eleven States which had accepted that charter, and which held Rhode Island out half a year later than North Carolina, or until May 29th, 1790.

Washington started from New York City—which was the nation's temporary capital until December 6th, 1790, when it was removed to Philadelphia, until 1800, and then located at its permanent seat in Washington—on October 15th, 1789, riding in easy stages in his carriage up through Connecticut, skipping Rhode Island, which had not yet come into the Union, and passed on to Boston, where he remained a week. The Governor of each State which Washington entered—except Massachusetts's executive, John Hancock—met the President after crossing the border of his State, and extended the commonwealth's welcome. Hancock, the man whose signature, according to Franklin, on the Declaration of Independence of 1776, George III. could see from the other side of the Atlantic without putting on his spectacles, was vain and pompous, a narrow anti-Federalist, and felt that in his own State he was a greater personage than the nation's President. When Washington had been a day in Boston, however, Hancock called upon him, asserting, by his delay, the extreme State-sovereignty notion held by many persons in high places at that day, and for many years afterward.

This little incident, unnoted in the demonstrations of welcome which greeted Washington by the people in every town which he entered, established, as a detail of etiquette, the fact that the President of the United States, even in the individual States, is a larger personage than the Governor. Hancock's *faux pas* 112 years ago made this point clear to the comprehension of even the blindest and narrowest particularist. Passing through Massachusetts into New Hampshire, his entire course being a con-

tinuous ovation, Washington returned to New York by another route, arriving there on November 13th, having been four weeks on his tour.

II.

MONROE, the second of the Presidents to mingle with his fellow-countrymen, started on his journey, which was made in 1817, under widely different conditions from those which met Washington on that first of Presidential tours. The United States, with 8,000,000 inhabitants in 1817, had a little more than doubled in population since 1789, and it had doubled its area by the purchase of Louisiana in 1803. The war with England, just ended, had not reflected much glory on the country in the land fighting, except in Jackson's victory at New Orleans, but it broke down some of the barriers of provincialism and sectionalism, and created a national sentiment, despite the hostility to the government shown by a few Federalists in New England in 1812-14, culminating in the Hartford Convention of the latter year. Fulton's *Clermont*, launched on the Hudson in 1807, had introduced steam on all the great water-courses of the East, quickening and cheapening the methods of travel, and removing some of its discomforts.

Ostensibly, Monroe's tour was for the purpose of inspecting the fortifications on the coast, but his principal object was to remove the disaffection of the Federalists. In the latter purpose he was eminently successful. Leaving Washington on May 31st, 1817, a little less than three months after his first inauguration, he successively visited Baltimore, Philadelphia, Trenton, New York, Hartford, and Boston, traveling by the steamboats on the Delaware, the Hudson, and the Sound, wherever convenient. Everywhere he was received with delight by the people. While in New England he met such Hartford Conventionists as Harrison Gray Otis, and such members of the old Essex Junto—the inner circle of the Federalists—as Timothy Pickens; and he was also greeted by ex-President John Adams. All were attracted by his simplicity and frankness.

While Monroe was in New England the *Boston Sentinel*, on July 17th, 1817, had an editorial headed "The Era of Good Feeling," which spoke of the fraternal sentiment growing up between the different sections of the country. The phrase immediately "took." In 1816, at Monroe's first election, he received 183 electoral votes, as compared with thirty-four given to Rufus King, the Federalist candidate. In his second election, in 1820, Monroe received every electoral vote cast except one. The Federalists as a national organization disappeared immediately after 1816, and until the latter part of John Quincy Adams's term there was only one party—the Democracy—in the country. Thus Monroe's eight (1817-25) years in the Presidency became popularly known as the "Era of Good Feeling." From Boston Monroe went as far north as Portland, Me., then passed through New Hampshire, Vermont, and New York, pushing west to Detroit, and returned by way of Zanesville, Pittsburg, and Fredericktown, reaching Washington on September 17th, being absent a little over three and a half months. This was the longest continuous tour made by any President until Johnson's "swing round the circle" in 1866.

Jackson, at the beginning of his second term in 1833, followed the Washington and Monroe example, and paid a visit to the Eastern States. The 8,000,000 of the United States' population at the beginning of Monroe's Presidency had now, sixteen years later, grown to 14,000,000. The country's area had been increased by 70,107 square miles by Spain's cession of the Floridas (the present State of Florida, a strip along the southern ends of Alabama and Mississippi, and part of the eastern projection of the State of Louisiana) in the treaty of 1819. Railroads, beginning with the Baltimore and Ohio, and the Charleston road in 1828, had appeared since Monroe's days, but there were only 375 miles of railroad in the country in 1833, and but little of it could be utilized by Jackson on his trip.

Leaving Washington early in June of that year, accompanied by Vice-President Van Buren, Secretary of War Cass, and Secretary of the Treasury Woodbury, Jackson followed the course taken by Monroe, and visited Baltimore, Philadelphia, New York, and Boston. Everywhere he went he was greeted by great military and civic processions, by cheering men and by the waving of handkerchiefs by women. His recent overthrow of the South Carolina nullificationists, led by Calhoun, won him an enthusiastic welcome in the most anti-Jacksonian localities of New England. After he reached Concord, N. H., however, ill-health constrained him to retrace his course instead of pushing on to Maine, as he originally intended, and he reached Washington on July 4th, after an absence of a month.

President Tyler made a memorable tour through part of the Eastern States in 1843, attending the dedication of the Bunker Hill Monument, in Charlestown, on June 17th of that year, Daniel Webster delivering the oration. During that visit Tyler's Attorney-General, Hugh S. Legare, who was also acting as Secretary of State, owing to the recent retirement of Webster, died in Boston. President Polk, in the summer of 1847, during the latter part of the war with Mexico, made a tour of the South, where his presence aroused great enthusiasm, and then visited the Middle and New England States, in which his reception was not so flattering to him, going as far north as Augusta, Me.

III.

THE trip made by Andrew Johnson, in 1866, to lay the corner-stone of the monument to Stephen A. Douglas, in Chicago, in which he went by way of New York and Cleveland, passed on from Chicago to St. Louis, and returned to Washington by a different route ("swinging round the circle," as the phrase was at the time), was, in some of the circumstances attending it, the most extraordinary tour ever made by any President of the United States. At that time, Johnson and Congress were engaged in a violent quarrel. In speeches which he made at sev-

eral points on the route some of his strictures on Congress figured in the articles of impeachment against him a year and a half later.

Johnson, a life-long Democrat, was, while military Governor of Tennessee, put on the Lincoln ticket for Vice-President in the canvass of 1864, as a recognition of the services of the war Democrats in the nation's armies and in Congress. Lincoln had already presented a plan for the restoration of the Confederate States to their old places in the Union at the end of the war, then believed to be in sight. Congress, overwhelmingly Republican in both branches, opposed Lincoln's scheme on the ground (1) that its terms were too lenient to the insurgent States, and (2) that it provided no means whereby the carrying out of even these terms could be insured. On Lincoln's death, six weeks after his inauguration in 1865, Andrew Johnson, elevated to Lincoln's place, without any of Lincoln's resourcefulness and tact, and with not a shred of Lincoln's influence over the representatives or the masses of the dominant Republican party, undertook to carry out Lincoln's policy.

The rupture which was inevitable came when Congress met in December, 1865, eight months after Johnson entered office. Congress rejected Johnson's restoration plan, and passed several bills of its own over his veto. Johnson, in his entire services, vetoed more measures (22) than any other President, except Grant (46), and Cleveland (301 in his first term, and 42 in his second). Most of Johnson's vetoes were set aside by the two-thirds vote. Right here, Johnson—courageous, honest, but pugnacious and calamitously indiscreet—came ably to the assistance of his enemies. In a speech on Washington's Birthday of 1866, he violently assailed Congress, declared that Thaddeus Stevens, Charles Sumner, and Wendell Phillips were trying to destroy the government, intimated that the Republican leaders wanted to kill him, and hinted that they were responsible for Lincoln's assassination.

Starting out from Washington on September 24th, 1866, to lay the corner stone of the Douglas monument at Chicago, accompanied by Secretary of State Seward, Secretary of the Navy Welles, Postmaster-General Randall, General Grant, Admiral Farragut, and other prominent personages, he followed up this attack on Congress in speeches which he made in New York, Cleveland, and other points. Many times his speeches descended into tirade. Often he completely lost his temper. He was continually interrupted by persons in the audiences, who put to him all sorts of relevant and irrelevant queries, to all of which he would return some sort of an answer, frequently incoherent. It was said at the time that his enemies hired those persons to badger him into saying things which could be used against him.

At Cleveland, where he spoke on September 3d, somebody in the audience shouted, "Hang Jeff Davis!" and Johnson broke off the thread of his speech to retort, "Why don't you hang him? Haven't you got the court? Haven't you got the Attorney-General?" At St. Louis, which he reached on September 8th—the farthest point West at which he spoke—when somebody in the audience repeated the remark about Jeff Davis, Johnson asked: "Why don't you hang Thad Stevens and Wendell Phillips? A traitor at one end of the line is as bad as a traitor at the other." Then there was laughter, mingled with shouts: "Go it, Andy!" and "Bully for Andy!" The scenes continued to be more and more discreditably to speaker and audiences to the end of the speech-making. Happily Johnson arrived in Washington on September 18th, having been four weeks on his tour. The fight between President and Congress culminated in 1868, the House on February 24th, by a party vote of 126 to 42, impeaching Johnson, but on May 16th the Senate, the trial jury, thirty-five members voting "Guilty" and nineteen "Not guilty"—one short of the necessary two-thirds—refused to convict. One vote transferred from the smaller to the larger side would have furnished the two-thirds and the President would have been removed. Fortunately, this scandal for the country was averted.

IV.

GENERAL GRANT made several long excursions during his eight years in the White House. He was away from Washington so often, in fact, that the Democratic House of Representatives, on April 3d, 1876, passed a resolution asking him to tell whether any executive acts or duties, and "if any, what, have, within a specified period, been performed at a distance from the seat of government established by law." In a special message on May 4th Grant gave a long list of the number of times each President, along to and including Buchanan, had been away from the capital during their service, and telling a few of the executive acts which they performed. From the frequency of his visits to that place and the length of his stays there, Long Branch became popularly known in Grant's time as the "summer capital" of the United States. Garfield was starting out for a tour in New England when he was shot, on July 2d, 1881. Arthur made a few visits to different parts of the country during his service. Cleveland's most interesting trip was one which began on September 30th, 1887, which extended through part of the West and South, and which lasted several weeks. Harrison's longest excursion began on April 14th, 1891, carried him through several Western and Southern States, and ended on May 15th.

The tour on which Mr. McKinley is about to start will be much longer than has ever been made by any other President. It will touch nearly every locality in the United States. Going by way of the South Atlantic States the President will pass along the northerly border of the Gulf of Mexico, and proceed onward to California. Thence pushing northward he will go through Oregon and Washington. Moving eastward he will travel over the northern tier of States, with a divergence into some of the more central commonwealths west and east of the Mississippi, striking New England and the old Middle States,

and proceeding southwardly along the Atlantic coast to the national capital. At many important points on the road he will stop a day or more. The course which is to be traversed will cover 13,000 or 14,000 miles. Several weeks will be consumed in the itinerary.

A distinctive feature of this Presidential circuit of the country will be that the heads of the entire executive branch of the government will participate in it. Nearly all the Cabinet, with the second and third officers in most of the eight administrative departments, together with a large staff of clerks, will make the journey. Constant telegraphic communication with Washington will be kept up. There will be no interruption in the regular business of the government. Every one of its multifarious activities will be supervised by the regularly selected officials as in ordinary times. A completely equipped government will be in constant transit during the weeks in which this circuit is in progress. This will be a new spectacle for the world. No President has ever covered anything like the distance in one tour that Mr. McKinley and his official family will travel. No government anywhere on earth has ever made a circuit even remotely approaching in extent that which America's President and his executive and administrative subordinates are about to traverse.

CHARLES M. HARVEY.

The World's Greatest Bridge.

WHEN the first Brooklyn Bridge was built many unforeseen difficulties confronted the engineers. Since then the Roeblings, who were the engineers of the old structure, and who have charge of the new East River bridge, have mastered the problem completely. The other day the first wires of the great new bridge were laid in an entirely new manner. About noon, from the Manhattan anchorage back at Delancey Street, about 600 feet from the saddle at the top of the New York tower, three wire strands, each two and a half inches in diameter,



PAINTING THE FRAME-WORK BY THE NEW PNEUMATIC AIR-TUBE PROCESS.—Photograph by R. L. Dunn.

which had already been stretched from the tower over reels on a float, were started on their voyage across the East River. The float was towed by the powerful tug *Champion*. These strands were allowed to sink to the bottom of the river, to be raised as soon as needed. Only twelve minutes were required for the passage to the Williamsburg side, thanks to the subsequent assistance of two other big tugs. Each of the huge reels on the float had about 300 feet of cable to spare when the crossing of the water had been made. These strands were allowed to lie at the bottom until a specially-constructed engine was ready to hoist them from tower to tower. At the sag in the middle the strands were 108 feet above the water.

When all three of the strands had been raised they were fastened by iron clamps. From these the timbers will depend. Another set of cables will soon be in position, and from these will swing the working platforms, or "walk-ways." Along the latter the permanent cables will be laid strand by strand. It will be next July before the temporary structure can be finished. The permanent cables, which are to support the bridge through the ages to come, will be nearly nineteen inches each in diameter, and each composed of more than 8,500 wires. The new bridge, when completed, will be the highest, greatest, staunchest, and most wonderful suspension bridge in the world.

Vaccinating Immigrants in Mid-ocean.

No port in the world is so thoroughly protected from the influx of small-pox germs as New York City. Every steerage passenger embarking at a foreign port is first required to be vaccinated. This is done under the direction of surgeons employed by the various steamship companies that bring immigrants here. Generally the operation takes place on the day before sailing, and always in the presence, at all the larger European ports, of a surgeon detailed by this government for the purpose of inspection. Our physicians assist those of the steamship companies in every way.

Nor is the ordeal of vaccination necessarily over when the steamship gets out at sea. Should small pox break out during the voyage, the ship's surgeons order all the steerage passengers to form in line and pass by them with bared left arms. Any one whose vaccination has not "taken" sufficiently is compelled to go again through the ordeal. This is far from being popular with the least intelligent of the passengers, who have a notion that they are being tormented through sheer malice. Many are the protests, both by young and old, against this added infliction. The spirited drawing by G. B. Fox, published in this issue, shows the sullen faces of those who are obliged to suffer twice for our more complete protection against infection.

There are many people in this country who do not appreciate the extreme amount of care that is taken in vaccinating

at the various points of emigration in Europe. Our regulations are strict, and it is to the interest of every steamship company bringing immigrants to this country to observe every regulation, as the companies are obliged to return at their own expense every new-comer in the steerage who is not acceptable to our authorities. For some time the North German Lloyd Line has followed scrupulously the methods of vaccination employed in this country. Three years ago Dr. Doty, the health officer of the port of New York, who has done more than any other American health officer to perfect and enforce the health laws governing the admittance of foreigners to this country, made a trip to Europe. He visited every one of the ports whence emigrants are shipped in numbers, and carefully explained the American laws. Everywhere among steamship people he found the greatest desire to meet our quarantine requirements. As an instance, it may be mentioned that a few weeks ago, on an immigrant ship arriving at this port, Dr. Doty found that about seventy per cent. of cases of vaccination had been successful. This, as every American physician knows, is a very high average.

"Vaccination has become so thorough on the other side," said Dr. Doty the other day, "that I can assure New York people there is no danger from a foreign invasion of small-pox. Take the last several hundred cases where we have removed 'suspects' from incoming steamers. There have been some who have come to us who received the infection before sailing, and who have developed the disease soon afterward. Yet not one of the hundreds of the inoculated people who have lived and slept near these 'cases' has caught the malady while in quarantine at North Brother Island. This has proved beyond question that vaccination is a safeguard against small pox."

My Hero.

O MY hero, my hero,
No banners proudly fly
From windows high above the street,
As you go trudging by;
No medal gleams upon your breast,
Men raise nor shout nor song,
No eager women line the way,
There are no martial airs to play
As you press through the throng.

No happy father brings his son
To press you by the hand,
And few men, when your work is done,
Will call you great or grand;
No splendid roster bears your name,
You ne'er have proudly passed
With martial tread to bravely share
The dangers that are present where
The hordes of hate are massed.

O my hero, my hero,
Your face is worn and wan,
And from your weary, wasted arms
The strength is nearly gone;
But still for helpless ones you toil,
Unflinching, day by day,
Amid the deadly fumes that rise
To lure the lustre from your eyes
And eat your life away.

Aye, cheer for him who proudly comes
Victorious from the fray,
And let the trumpets and the drums
In thrilling measures play!
On my poor hero's sunken breast
No medal hangs, his tread
Is slow and painful, but I see
A halo gleaming vividly
Above his drooping head.

S. E. KISER.

"Uncle Sam's Sanitarium."

THE growth in the size of the United States Army during the past few years and in the variety and scope of its functions has brought to the War Department many new responsibilities. One of these has recently been discharged in a rather unique manner by the establishment of a sanitarium for soldiers affected with consumption, at Fort Bayard, New Mexico. This hospital, situated in an isolated nook of the Pacific Southwest, remote from the beaten tracks of travel, is unquestionably one of the least-known institutions under the jurisdiction of the government, and yet from many standpoints it is one of the most interesting.

Quartered at Fort Bayard are several hundred officers and privates suffering from the much-dreaded disease, and a decidedly cosmopolitan assemblage it is, embracing men of almost every nationality, soldiers from every branch of the service, veterans young and old, with brains charged with reminiscences of battles and marches in Cuba and China and the Philippines. This picturesque hospital, down near the Mexican border, is not to be compared in purpose to the ordinary soldiers' home by any means. Indeed, the United States government is here carrying on a series of investigations and experiments in the treatment of consumption, which are likely to result ultimately in highly important and beneficial results for mankind at large.

With this end in view some of the brainiest and most experienced physicians in the army service have been detailed to Fort Bayard, and assisting them is a detachment of the most skilled members of the recently organized corps of army nurses. Already some radical amendments have been made to the generally accepted code of hospital management, and it is claimed that the results attained within the past few months prove conclusively that the influence of a favorable climate, combined with intelligent observance of certain natural laws and cleanliness, can be depended upon to absolutely arrest the progress of consumption in a majority of cases.

The Fort Bayard Sanitarium was opened during the closing months of 1890, and the administrative force now consists of the chief surgeon, three assistant surgeons, ten female nurses, one hospital steward, two acting stewards, and twenty privates of the hospital corps. It is notable that, unlike the authorities in control of many State and municipal institutions for the care of invalids, the War Department at the outset gave the surgeon in charge at Fort Bayard *carte blanche* in all matters pertaining to the conduct of the sanitarium.

The most scrupulous cleanliness is the key-note of the administration of affairs at the nation's army hospital. It is not only enforced in all departments, but is required of the patients. Kitchens, dining-rooms, and dormitories are thoroughly scrubbed each day. To prevent infection and re-infection, no table-cloths or napkins are used in the dining room. The tables are of plain board, and after each meal are thoroughly cleansed with sal-soda and boiling water. All table-ware is also immersed in boiling water after each using. Each inmate is supplied with towels and bed linen and no one is permitted to use those allotted to another.

Each patient, upon joining the little colony at Fort Bayard, is subjected to a most comprehensive physical examination. A chart is then prepared showing the stage of the disease at the date of admission, and subsequent conditions are recorded almost daily, so that the chart shows a complete and continuous history of each case. In addition a weekly record is kept of each patient's weight, and such reports are regarded as an index of the general progress of the individuals.

In the government's scientific treatment of consumption, as exemplified at the station at Fort Bayard, great stress is laid upon the importance of providing an abundance of good, nutritious food. The bill-of-fare for the patients at breakfast consists of a choice of several cereals, eggs to order, potatoes, broiled beefsteak, ham, chops, breakfast bacon, rolls, toast, wheat bread, butter, coffee and milk. For dinner there are served roast mutton and beef, vegetables, fresh fruit, bread, butter and milk. The supper menu comprises cold meats, meat stew, boiled and baked potatoes, stewed fruit, corn and wheat muffins, bread and butter, coffee and tea.

The wonderful New Mexican climate is of course the very best tonic or restorative that could possibly be prescribed for a consumptive patient, and to insure their gaining the maximum possible amount of benefit from it the army officers in charge insist upon the patients spending as much time as possible in the open air, and that when in-doors they shall see to it that windows are kept open. To such an extent is the enforcement of this regulation carried that inmates of the hospital who are at all able to get out are not permitted to occupy their dormitories between the hours of eight o'clock in the morning and 7:30 o'clock in the evening. Visiting in quarters is not permitted, and not only are the ambulant patients required to absent themselves from the dormitories, but it is one of the tenets of Uncle Sam's innovation in consumption treatment that each sufferer shall remain out in the open air at least eight hours a day.

Each patient is required to make his own bed and keep his personal belongings neatly arranged. All are advised to retire early, to take moderate exercise, unless forbidden by the physician in charge, and to eat slowly. The use of stimulants and cigarettes is forbidden, although smoking and chewing tobacco in moderation are permitted.

During the first year in the history of the new hospital a very satisfactory showing was made, particularly in view of the fact that the new methods of treatment are only at the introductory stage. Several patients were discharged cured and a number of others returned to their homes much improved. The latter consisted principally of sufferers whose cases had reached an advanced stage when they were admitted to the sanitarium, and who, when informed that there was no reasonable hope of entire recovery, preferred to return to their homes and friends. Some of the most severe cases treated have brought out the most interesting disclosures to the medical authorities, who are studying the results at Fort Bayard with intense interest. For instance, there has been a conclusive disproval of the opinion generally held that hemorrhages are superinduced by residence in the high altitudes.

WALDON FAWCETT.

Over-Exertion of Brain or Body.

TAKE HORSFORD'S ACID PHOSPHATE.

It is a wholesome tonic for body, brain and nerves. Wonderfully quick in its action.

Summer Feeding

for infants necessitates the greatest caution and careful study of conditions. Care in diet, first and last. The use of Gail Borden Eagle Brand Condensed Milk has largely simplified this problem. Beware of unknown brands. Get the best.

THAT lost appetite easily restored by Abbott's, the Original Augustura Bitters. Take none but the genuine. At grocers' and druggists'.

Chew Food.

CHEWING PRESERVES THE TEETH AND HELPS DIGESTION.

THE finest specimens of teeth are seen in animals and human beings who chew the food thoroughly.

Dentists agree that teeth must be used to properly preserve them, and therefore they urge people to chew their food thoroughly, but the nervous, hurried manner of eating is altogether too common among people, and when fed on soft mushes they are liable to swallow the food without chewing.

Dyspepsia and bad teeth are the result if this practice is continued. True, one can eat soft food without detriment if the necessity of chewing is remembered. Grape-Nuts food is so crisp and brittle, and withal so pleasant to the taste, that the user cannot forget to chew, and thus the teeth get the necessary use and the glands of the gums are made to give the juices that Nature intends shall be mixed with the food before it enters the stomach. A New York doctor says many New Yorkers put a little sugar on oatmeal and then cover with Grape-Nuts, and this method compels the chewing necessary to digest the oatmeal.

Grape-Nuts food is pre digested and also helps in digestion of other food. The doctor's plan might do for a variety, but Grape-Nuts and cream alone are considered ideal by hundreds of thousands of brainy people.

There are other reasons why those who eat Grape-Nuts look nourished and well fed. The food is made of parts of the field grains which Nature makes use of in rebuilding brain and nerve centres. Proof will follow use.



FROLIC SOME BROKERS INITIATING A NEW-COMER IN THE STOCK EXCHANGE.

WARM WELCOME EXTENDED BY VETERAN SPECULATORS TO A NEW MEMBER ANXIOUS FOR AN EXPERIENCE WITH THE "STRENUOUS LIFE" OF WALL STREET.—DRAWN FOR "LESLIE'S WEEKLY" BY T. DART WALKER.—[SEE PAGE 412.]

The Story of Hank Smith—Printer.

THERE was a rhythmic click, click, as each little bit of lead type fell into the printer's stick. And hundreds of these little bits of type falling regularly make a never-to-be-forgotten sound, as regular as the pattering of a steady rain. Now and then came the rattle of a proof-press, as the galleys were run under it for the proofs to be taken to the proof-room. Overhead the brilliant glare of hundreds of electric lights was softened by the cream of their porcelain shades.

Click, click, and again the proof-press rattled.

"Slugs 12, 14, 78, 53, and 90," called out a man at a desk near the head of the room, as he sat with "takes" of copy for each man called.

This was the composing-room of the *Congressional Record* force in the government printing office at Washington. The composing-room, where gather every evening during the session of Congress some hundred and fifty men to set, read, correct, and have ready for the press, by four o'clock of the following morning, the *Congressional Record*.

The government printing office is the last resort for the old-time type-setter, for the type-setting machines now take the place of the man at the case in almost all of the big private establishments. But, with the tenacity of custom, the greatest printing shop in the world still hangs to the case and the man with the stick.

Seated at the head of the room was the foreman, a fat, well-dressed man, with a good-natured face and a self-satisfied smile.

Just at that moment, as the clock showed half after seven, the men had gone to work. A messenger from the office of the foreman of printing, the executive officer of the great forces of thousands of men, came in, followed by a man.

"Mr. Lacey," said he, "the captain says to put Mr. Smith to work."

"All right, Frank," answered the foreman, as he held out his hand to the new-comer. "How are you, Hank?"

"Very well, thanks," was the laconic reply.

"Go on down there, in Alley 12, and go to work on Slug 106," said the foreman, and Hank Smith turned into the "alley," as each double row of printers' cases is called, selected a stick from the rack at the entrance to the alley, tied on a printer's apron, and went up to the desk to get his "take" of copy.

Hank Smith was about fifty-five years old, and his hair and mustache were as white as cotton fleece, though his fresh-colored face showed not a line or wrinkle. His eyes were blue, and their cheery twinkle never ceased, for he was one of the most good-natured and best-tempered men in the world.

At eleven o'clock the whistle blew for the half hour's lunch time, and through some dealing of Fate we went down the stairs together, Hank and I.

"Come on over and lunch with me at Boninni's, boy," he said. But I shook my head, saying I was going to "Burnside's," a little coffee and chop house about half a block down the street. The old man looked at me for a moment.

"I'll go there too, boy," he said, and we walked down the street together. And that was the way I first knew Hank Smith, for from then on we lunched together every night, while the other printers wondered; for Hank was known as a toper of the most confirmed kind.

"I am of Vagabondia," he said to me once.

"Tell me of it," I begged.

"I am of the Vagabondia of old, that brotherhood of 'tramp printers' who, going from town to town, could earn enough to pay their way to the next place and from there go on, on all over the world. Oh, sweet old days of careless tramping, when your head might rest one night on the stones beneath the trees of the highway, and the next lie on the pillow of the best hotel of the town! That was life, boy, a life that you will never know anything like."

Happy old Hank! In this manner he had wandered the world over. He could talk to you in the French of the Parisian boulevards, the German of the Ringstrasse, the English of the Row and Hyde Park, the soft melting Italian of Naples, and the sublime Venetian dialect, or the fluent murmuring Spanish of Seville.

A vagabond of vagabonds! He had set type under the very shadow of the Pyramids, by the placid Nile; in Athens, in a house built of marble stolen from the ruins of the Acropolis; in an old German house, where once had lived and worked a great musician; in an old Moorish house in Toledo; a lean-to on the Pacific coast; a dreamy hacienda in Mexico, side by side with "greasers"; and many other places.

Dear old vagabond! What stories of his wanderings would he tell me, the "boy," as he always called me, as we wandered together in the day-time through the parks of the city beautiful, Washington.

This was all in the winter of 1896, that winter when Congress talked long and loud over the sufferings of Cuba, and filled the *Congressional Record* with its utterances (to be sent home for admiring constituents to read), but did naught else.

And there came one night, in great haste and full evening dress, an attaché of the Spanish legation, sent by his Excellency, the minister, with the consent, approbation, and private secretary of a New England Senator, to have an important addendum published in the *Record* in conjunction with a speech of the Senator's.

But the attaché's English was imperfect, fearfully so, and the private secretary did not know a word of Spanish

save "buenos dias," which he pronounced "buunysdias," and so between the two of them and the foreman there was a great deal of talking and very little understanding.

Finally there sauntered down the room, with a stick half full of type in one hand, and the other one rather dirty from handling galleys, Hank Smith. His glasses were on the end of his nose, and his calm blue eyes looked benignly at the whole scene. The attaché in his perfectly fitting evening clothes, and a foreign order at his collar in lieu of the conventional bit of white muslin, was fast becoming excited, and the private secretary looked miserable. The foreman's left eyebrow was rapidly mounting to the roots of his hair, and his face crimsoned with excitement.

"Ah, señor," said Hank, and the liquid syllables of the Castilian tongue rolled from his lips like music. The attaché turned, bowed deeply, and held out the soft gray of his castor evening glove. Hank bowed as deeply and as gracefully, and took the gloved hand of the attaché in his own.

"Mr. Lacey," he explained to the foreman, "I can talk a little Spanish, and I think I can explain what the señor wishes to say."

So, with the stick still in his hand, his soiled apron reaching from his collar to his knees, and a general air of having worked for the past few hours, Hank acted as interpreter between the attaché and the foreman. And when his mission was ended, Hank himself, with all the grace of a *grand seigneur*, bowed the Spaniard to his carriage and bade him good-evening.

Always chivalrous, courteous, and a gentleman.

I saw him once when he saw me not. It was on a street-car, and a tiny boy got on, but, as the car started, the sudden rush of air carried away the car tickets loosely held in his hand. Tears started to his eyes and he looked around in appeal. Hank left his seat, went over and sat down by the boy, wiping his tears away with his fine linen handkerchief—for Hank's linen was always of the finest, though he was lax otherwise in his dress—and when the conductor came he paid the boy's fare and pressed something in the little one's hand, saying I know not what, but doubtless telling him to buy candy. And that same day, not ten hours gone, he had told me that he had but one silver fifty-cent piece. True, the next day was pay-day, but who is there who would strip himself to the last penny for an unknown child on the street-car save one whose heart was true and whose soul was pure?

Perhaps Hank's devotion to the brandy bottle, the card table, and certain frail and fair females made him a social outcast, but what of it? Was not his soul as good as yours and mine? Aye, and mayhap better!

Once I asked him of his people, and he said:

"Since when has a man of almost sixty, broken, poor, and his trade worn out, had people? No, boy; it is not the way of the world," and he sighed.

"But was there not some one to love you?"

"Oh, boy, there was," he answered, and my soul filled with sorrow for his soul, for the tone in which he spoke was such as few voices ever utter. It was then half after four in the morning, and we were walking through the desolate streets, homeward, for Hank lived not far from me. Our way led us across the beautiful broad plaza in front of the great white Capitol. Hundreds of electric lights make the grounds almost as plain as day. Here, below one of those lamps, we stopped, and the white dome and the silent stars were all that watched us. Hank fumbled at his shirt bosom for a moment and then drew forth a small gold case, set with a sparkling initial I could not plainly decipher. He touched a spring and a tiny miniature smiled at me. Arched brows above the brown eyes, the slender aristocratic nose, and proudly held chin all denoted the unmistakable birth of their owner. As my eyes feasted upon this gem of the limner's art, Hank closed it with a snap.

"You have seen too far into my soul," he said, simply.

Time had passed until it was almost six months since Hank had come to work in Alley 12. Hank Smith, a name of the common herd, harsh, coarse, and not unbefitting the worldly position of a printer, though the man that bore it might have, with his grace and courtesy, born the name of a Montmorency, a Beauchamp, or a d'Uzes, and have added lustre to it.

"Six months," said Hank as he signed the pay-roll and stood away that the next man might take his place. "Six months! why, boy, that's a long time for me to stay in one town. It's about time for me to move on."

A day later my hand grasped Hank's for the last time, and his merry eyes looked into mine as he bade me farewell.

The type clicks as regularly in the long composing-room as it did when he was there, and the proof-press rattles as it grinds out proofs, but at Slug 106 there is a strange face.

Dear, merry old vagabond; happy, courteous gentleman, where lies your head to-night? Is it on the stones and under the trees of the highways of those lands of which you told me—happy, careless Italy; proud, ragged Spain; France of the laugh and dance; or Germany of the old robber castles and new beer-gardens? Or does it lie on the pillow of the best hotel of some American city—Chicago, El Paso, New Orleans, or where?

So, dear old Hank, should you ever read this sketch. I beg you to forgive it for its forgetfulness of those details that endeared you to all who knew you, and remember that I, the "boy," am but an apprentice in the craft of story-telling.

A. H. KING.

An American Gift to Queen Wilhelmina.

THE young woman who rules over the land of dykes, windmills, and wooden shoes, the good Wilhelmina, has received a great number of costly and beautiful wedding-gifts since her marriage to Prince Henry, a few months ago, but no one of them, it is certain, carries with it a larger amount of genuine respect and affection than the silver cup decorated with American pearls to be presented to the Queen by the St. Nicholas Society of New York. The cup has been made specially by Tiffany & Company. It is a fine piece of repoussé and modeled work, and stands, with base, about twenty inches in height. It is after the old Dutch school in shape, with a cover surmounted by the royal arms of Holland. Around the cup are medallions, one showing the *Half Moon*, the ship which brought over Hendrick Hudson, sailing up the Hudson River; another, an old view of Manhattan Island, showing the



A BEAUTIFUL SILVER CUP—A GIFT TO THE QUEEN OF HOLLAND, FROM THE ST. NICHOLAS SOCIETY OF NEW YORK.

Fort of New Amsterdam, the seal of New Netherlands, and the St. Nicholas Society seal. Running around the cup back of these are the ivy leaves of friendship; above are the heads of American eagles with American pearls pendent from their beaks. Below the medallions festoons of roses encircle the cup. At the base are modeled in full relief the figures of St. Nicholas, Hendrick Hudson, Peter Stuyvesant, and Admiral Everzoon. The base is made of wood taken from the old Middle Dutch Church of New York, which stood upon the present site of the Mutual Life Building on Nassau Street. The base bears a plate with the following inscription: "To Her Gracious Majesty Queen Wilhelmina. A marriage gift from the St. Nicholas Society of New York, 1901." An illuminated address accompanies the cup. The cup and address are inclosed in a handsome box of Texas vermilion wood, lined with royal orange velvet.

President McKinley's Long Journey.

OUR honored chief executive, President McKinley, will start in a few days upon the longest and most notable journey ever undertaken by a President of the United States while in office. His itinerary includes nearly all the chief cities and other points of interest in the South and West, from the Gulf of Mexico and the great lakes to the Pacific coast. Our readers will be pleased to learn that, through the courtesy of the executive office at Washington, a special representative of *LESLIE'S WEEKLY*, in the person of its chief staff photographer, Mr. R. L. Dunn, will accompany the Presidential party throughout the entire journey. All the notable scenes witnessed on the way, all the striking incidents and interesting events of this remarkable tour, will thus be presented in the pages of *LESLIE'S WEEKLY* in a series of beautiful photographic illustrations, making altogether a complete pictorial history of the tour. In addition to their special interest in connection with the President, these illustrations will afford a comprehensive idea of the immense area and wonderful resources of the country traversed, its beautiful scenery, and notable enterprises. No American interested in the progress of the nation can afford to miss the issues of *LESLIE'S WEEKLY* which will tell the story of this famous Presidential journey.

WALL STREET'S MONEY-MAKERS AT WORK AND PLAY.

THE temporary removal of the stock exchange of New York City to quarters in the produce exchange, there to remain until the magnificent new stock exchange building has been erected, is an event of interest to the financial world. No busier place exists than New York's stock exchange. From ten to three, on every business day, the hum of trade and buzz of changing millions is in the air. Men who control enormous fortunes still go swiftly about from group to group, or watch the ever-rising or falling quotations. The game of millions is being played, and these men are daring, splendid gamblers. All their attention is centred on the turn of the next quotation card. They go about their absorbing business with steady eyes and impassive faces, pictures of concentration. But once in a while men from twenty to seventy feel the need of relaxation. Then the stock exchange members break loose in a saturnalia of hazing, and no person is respected in the wild riot that follows.

Generally it is the advent of a newly-elected member that gives the signal for turmoil. He is pounced upon by all who can get near him. His hat is smashed. One member seizes a sleeve and tries to yank it off. Half a dozen men at a time try to cull souvenirs from his coat-tails. By the time that the novice's coat and vest are destroyed frantic efforts are being made to pull off his braces. His trousers receive an amount of attention that insures their speedy demolition. R-r-rip! When the fracas is over the new member's clothes are all but reduced to their primal and separate fibres. It is considered a poor quarter of an hour's sport when the initiated one is able to get below to his cab without donning other garments, either borrowed or discreetly brought by his valet.

During the wild revel of hazing the novice must take the destructive nonsense good-naturedly. Of course he fights back at the expense of the raiment of his hazers, though he is kept so busy defending himself that he seldom does much harm to his tormentors. The member who would wear a silk hat on the floor of 'change must have had long and important connection there; otherwise a heavy hand will descend on the top of the offending head-gear, ruining it in a second. Some time ago a bright member who insisted on his right to wear a silk hat hit upon the idea of having a steel framework built inside, with spikes, points up, just under the crown of the hat. Then, trying to look indifferent and guileless, this grim joker sauntered upon the floor. But his scheme had leaked out in some way. Whack! A book struck the hat on the side, knocking it off and ruining it.

Another brilliant idea was conceived a few months ago by a newly-elected member who knew what the ordeal of first appearance would mean to his clothing. He had a suit especially constructed, with the various parts lightly basted in, so that the slightest pulling would disintegrate the clothing. Inwardly chuckling he made his maiden appearance on the floor of 'change. With his jauntiest air he strutted the entire length of the floor. When would the comical attack begin? He walked back with just a trifle less of strut, while moneyed men surged about him, apparently unaware of his existence. Would the fun never begin? Once more he made the round trip without result of the kind for which he had looked. Plainly some one had been fooling him about that hazing initiation. He left the floor without any one having even touched him. His ruse had been found out in advance. But the next day when he appeared upon the floor in an ordinary, sound suit of clothes he was pounced upon, and with a great tearing of cloth, mercilessly denuded. Other new members have tried to fool the stock exchange hazers, though never with continued success.

On December 22d last the exchange closed at noon for the usual Christmas carnival of nonsense around the Christmas-tree, near the Broad Street end of the great hall. In the two hours before closing there had been a trading of more than 1,000,000 shares, where six years before 200,000 shares had been considered excellent business for a whole brisk day. At the first clang of the gong the pressure of the forenoon's enormous business was thrown off. The Seventh Regiment Band, on a platform at the end of the great hall, opposite the tree, crashed out with the opening music. At the same instant the Christmas-tree became ablaze with light, the figures 1896 and 1900 glowing among the branches on either side.

Through the skylight overhead messengers began plying their brooms against piles of *confetti*—tiny bits of paper of red, blue, and white—forcing it down in a miniature but variegated "snow-storm" over all the members. This was the signal for pandemonium. Men who are grandfathers sprang at younger members of the exchange. Beardless boys who are lucky enough to own seats attacked men who were operating in Wall Street thirty years before the youngsters were born. Hats were smashed with the most reckless disregard for values. Boxes of *confetti*, carefully concealed until the ringing of the gong, were dumped by their possessors over each other's heads. Groups of young men formed a flying wedge and rushed through crowds of their venerable elders, scattering them in all directions. Gray-haired men darted up behind boys with downy mustaches, tripping them or sending them sliding over the floor. Mob law reigned, but it was the mob law of men who, happy over the escape from the year's disasters, turned the calendar backward and became boys once more.

President Keppler mounted the platform, taking a position just before the band as it ceased its work. It was in his mind to tell his fellow-members how much they had to be thankful for during the last year. His first words were drowned in yells. As he tried to speak more seriously he saw the air over 'change filled with a storm of what looked like cows. Through the skylights slowly descended grotesque-looking animals, each built of bladder and wind, and each labeled "the fatted calf." As the brokers fell upon these, and proceeded to "kill" them, a man-shaped bladder fell among them. It was labeled "Louis Wormser." "Mr. Wormser" was also dispatched amidst roars of laughter. The speech of President Keppler was afterward pro-

nounced a splendid gem of eloquence, but nobody heard it over the uproar.

Charles E. Knobloch, who, two years and a half earlier, wore the chevrons and khaki uniform of the rough riders in Cuba, and who then looked thin enough to impersonate his own ghost, was pushed through the throng, a stout, prosperous-looking, and jolly broker. He was hustled up on the platform and there assigned to his task of distributing the presents. His initial bow was greeted with tempestuous yells. "Archie" Pell was first summoned to the front. He was forced to open a mysterious package before the throng. It proved to contain a copy of his alleged family tree, marked "A Royal Family"—a collection of royal flushes pasted on green cloth. Commodore Robert P. Doremus, of the Atlantic Yacht Club, the winner of many events in the sloop class, was given "a schooner of deep draught"—a beer-glass of considerable capacity. F. Dwight Porter received a blond doll of great beauty, while Walter Watson, of coaching fame, was handed a horn, which, he was assured, was a "ticket for next season's coaching, with the wine thrown in and the bonds thrown out." William McClure, secretary of the exchange, was given a huge silver inkstand, but George J. Weaver got a toy automobile. Curling-tongs, monkeys on sticks, empty cigar-boxes, rag dolls, and all other conceivable kinds of toy nonsense were passed down to the victims.

Between times the band played, every strain of lively ducky music being the signal for impromptu cake-walks all over the floor. From the galleries some 1,400 invited guests looked on, laughed, and applauded. It was fun for the spectators to see a white-haired and usually very dignified man, a man known to be many times a millionaire, almost avalanched under a rainbow-hued shower of *confetti*. When every one had begun to tire of the riot a bugle sounded from the platform. Now the band formed on the floor, and behind it the brokers of the great city formed themselves in an unmilitary "column of fours." At the first notes of a march the procession started, moving once around the hall and then halting. Answering the fall of the leader's baton the strains of "The Star-spangled Banner" began amid cheers that soon drowned the music. There was a merry, pell-mell rush for the door, and another Christmas on the stock exchange was over.

Next Christmas on 'change will be spent in other quarters, for the present accommodations are now entirely too limited. About the 1st of May the work of tearing down the present building will begin, and inside of a year from then it is expected that a handsome new building, to cost \$1,500,000, will be completed. In the meantime the trading of the stock exchange will be transferred to the floor of the produce exchange. In 1820 seats on the stock exchange sold for \$25. Recently a seat there brought \$52,000, with a probability that ere long the price will go to \$75,000—a pronounced contrast with the price of seats on change in London, which was lately advanced from 500 to 600 guineas.

Pomp of a Filipino Wedding.

(Special Correspondence of Leslie's Weekly.)

TANAY, P. I., February 2d, 1901.—When a Filipino weds he is sure of a rousing send-off. All of his friends and all of those of the dusky little bride are certain to come trooping into town to attend the jollification. As a matter of fact, all the relatives must be invited, and there are so many and such diluted degrees of consanguinity that the Filipino who cannot count upon having 500 people at his wedding feels well-nigh friendless.

Along the roads leading to town the friends and relatives come trudging in during the afternoon before the happy day. There is nothing of a holiday look about these people. They come in their workaday garb, carrying bundles that contain their festive raiment for the morrow. Of course the groom, bride, and their immediate relatives cannot house such a great crowd. The "left-overs," therefore, house themselves as best they can in abandoned *nipa* huts, or sleep placidly on the ground in some convenient banana grove. In the morning be sure they are up at daylight.

And now the scene is worth witnessing. The air is full of laughter as these people—dusky men, women and children—dart about with their bundles, seeking the friendly shelter of some house. Women herd in one room, men in the other—for it is a pretentious *nipa* house that has more than two rooms. Little children run in and out of the house carrying water, for the wedding guests are at their toilets. In a few minutes the men begin to emerge from the near-by houses. They are metamorphosed. Each wears a spotless white suit of cotton or duck, the coat terminating in a stiff, semi-military collar about the throat. His feet are thrust into silk socks of elaborate pattern, and over these are patent-leather dancing pumps. On his head is usually a spruce-looking straw hat, though sometimes one of cloth. While waiting, the men stand about, rolling cigarettes and wondering, as in other climes, how soon the women will appear.

A half-hour later the women begin to troop out of the houses. As a spectacle they are well worth waiting for. In gala-dress now, if at no other time, the *Filipina* is well worth looking at. Her skirt is of the daintiest, fleeciest *piña* cloth—a fabric that would fill any American belle with envy—made over shimmering silk. The waist, generously open at the throat and bust, is of either *piña* or *jussi*, with an abundance of *piña* lace embroidered in the oddest, most barbaric designs conceivable. In the woman's hair are one or two bright flowers. Be sure that the Castilian fan is not wanting. As they troop to the street, laughing and chattering, the observed of all the men, a deft swish of the skirt reveals a bit of ankle, silk stocking, and patent-leather slipper. A liberal use of powder has made these women look fairer than is their wont.

As soon as the guests are all attired they go down the street in little groups toward the church. It is observable that these

Malay natives, at holiday time, have learned from their former Castilian masters. The men have absorbed obsequious gallantry, the women the art of coquetry. Arrived near the church the little groups halt, while children, bearing baskets of food, fruit, peanuts, and tobacco, try to barter. The men roll and smoke more cigarettes; the women join them in smoking. There is no impatience; these indolent people know how to prolong and make the most of a holiday.

In the meantime the groom and bride are having troubles all of their own. They have been about since much earlier than their guests were astir, the groom everywhere followed by his best man and the girl by her mother. The expectant couple are inside the church now. If the girl is in the confessional, then the young man is awaiting his turn to purge himself of his sins ere he enters the holy state of matrimony. In the meantime, if he is a *blasé* young man, and inclined to skepticism, he is very likely wondering if the future is to be worth the present outlay, for the ecclesiastical fees for the marriage of even the poorest young couple will amount to at least seventy-five dollars, Mexican. Oftentimes the relatives of both contracting parties have to contribute to the expenses.

But at last the shriving is done. People flock into the church and are silent at last. As the orchestra strikes up outside the door the bridal party enters. Though deepest attention is paid to the service, it is evident that all want it to be over as speedily as possible. When the newly made man and wife have passed down the aisle and out into the waiting vehicle—this time without mamma and best man—the guests saunter slowly down the road to the house appointed for the *fiesta*. If the bride's parents be not wealthy enough to own a large house they hire one or depend upon some more fortunate relative to do it. There are more guests than there is room for, so many must be served in the grounds.

Until nearly noon the time is spent in feasting. There is plenty of wine for those who want it, but these Malays are abstemious, or prefer aerated waters for the present. The air is thick with smoke, and through this hazy atmosphere the groom strolls about, his bride hanging fondly to his arm. She no longer holds her fan; it hangs at her side, for her flirting days are over. Whenever called upon to do so, the new husband must make a little speech to one of the groups, and he does it with effusive Castilian grace, for he has been dreaming over these speeches for weeks.

High noon finds the revelers seeking shady, grassy spots. Here, upon mats or other coverings, they doze through two or three hours of *siesta*. At first there is the curling of bluish cigarette smoke, with here and there the low murmur of voices, but these sounds soon give way to loud snores. Toward three o'clock some one who must have remained awake for the purpose rouses the musicians. As the stirring strains of a march come through the windows of the big house there is perceptible movement on the part of the sleepers. As speedily as they get their eyes open and understand what is going on they flock to the house.

By the time the floor of the main room is full the musicians drop into a dreamy Waldteufel waltz. How divinely these Filipinos play! Their greatest talent is for music; there are no better performers on strings in the world. On the floor is the poetry of motion, grace, beauty. It is said that a Filipino baby is "born dancing." Seen in the soft, shaded afternoon light, these women, in the fleecy *piña* and *jussi* garments, with every defect of duskiness concealed under powder, are at their best. As the *Filipina* glides by, bending and swaying on the arm of her companion, affording just a glimpse of ankles framed in lace and sending a languorous glance over the lace tips of her fan, she completes the subjugation of another swain.

Infinite is the variety of these dances. Their groundwork is found in the passionate movements of Andalusia. The Parisian ball-room novelty is not above four or five months old when it becomes known to these people. There are many improvisations evolved from the dreamy Malay nature. Yet to the best of their ability these revelers are Spanish in all they do. There is usually some old Castilian don present and looking on with a half-amiable smile. The men bow low before him, while the women treat him with deference. Occasionally he deigns to call out a word or two of instruction, but no one urges him to dance. There is a strict line, socially, between the Spaniard and the people who were once practically his slaves.

In all this dancing the newly-wedded husband and wife take little part. They dance two or three numbers together during the afternoon, but for the rest of the time the bride sits smiling in one of the door-ways of the big room. Her husband, or *matrimony*, as he is known in the curious Spanish jargon of the Philippines, moves in and out among the guests, bearing trays of *dulces*, or sweetmeats, and glasses of wine. Your true Filipino host prides himself on being the servant of his guests. Some jolly youngster brings out the bride's mother, who moves over the floor with exaggerated clumsiness, laughingly protesting that her dancing days have long ago gone past. Musicians and dancers seem tireless, hardly ever pausing until dark comes on.

With night the young people are left to themselves and their most immediate friends. Young men walk away with young women who, in their holiday attire, possess the glamour of brown princesses. To-morrow these same young women, with powder and finery discarded, will be found barefooted, with cheap print skirts that come down to the knees and loose waists, trudging over the roads, bearing on their heads the accustomed baskets of mangoes, ducks' eggs, bananas, or fish. As they walk their thoughts are on the joys of the next marriage *fiesta*—their own, perhaps, for every Filipino wedding is productive of more.

JARED COLEMAN.

A Fine Ornament.

"WHAT on earth are you doing?" exclaimed Mrs. McBride when she saw her husband jabbing a pin into an ornamental piece of embroidery on her dressing-table.

"Merely putting a pin into this cushion, dear," he replied.

"Mercy me! I paid fifteen dollars for that pin-cushion at a church fair, and do you suppose I'm going to allow pins to be stuck into it?"

Sprint-Racing This Season.

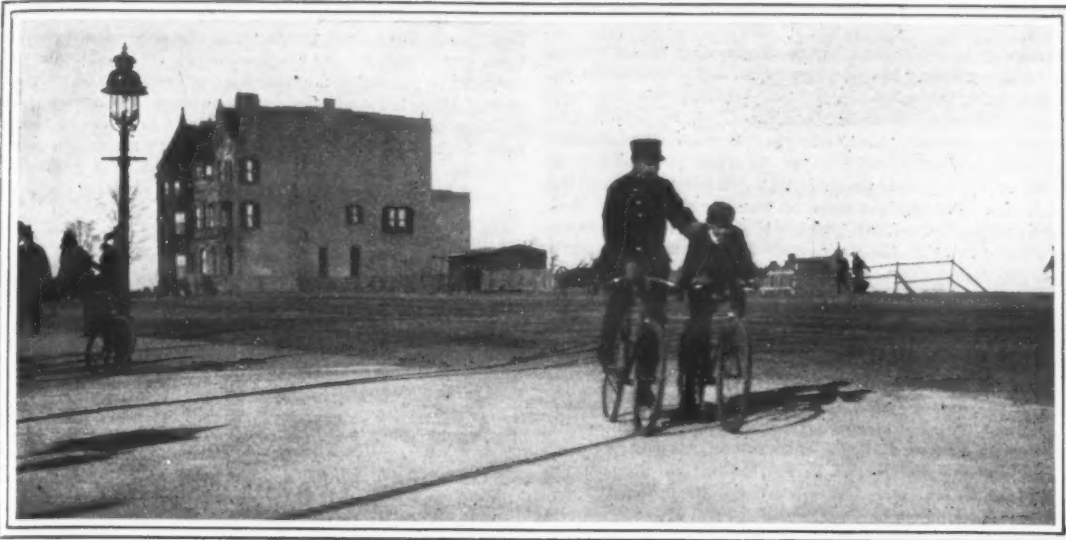
SPRINT-RACING will lose none of its popularity this season, in spite of the prominence of "the middle-distance sport," as pace-racing is called. Major Taylor, the colored rider, champion of last season under the N. C. A. and of the previous season under the L. A. W., will return from his tour of Europe to follow the Grand Circuit entire. Taylor will have as a day in and day out competitor for the championship honors Frank Kramer, the amateur

fully, whether he decides to cast his lot with the sprinters or with the paced riders. Wilson created a furor the past winter in the indoor racing, as he fairly picked his wheel from the track in his mighty sprints. Karl Kaser, of Germany, rode six-day races in America last season. He will return this summer and expects to engage in the sprint contests here. Kaser has made a record for himself in all classes of cycle racing in Europe and America and is considered one of the strongest riders in the world. During the coming Grand Circuit of nine weeks, from

denying that the Mormons are planning and intriguing to secure a practical nullification of the law prohibiting plural marriages. "We have accepted the manifesto issued by our president," she says, "and we are honestly keeping the law." In her own ward in the city of Provo, with a population of fourteen hundred, Mrs. Gates says there are only two polygamists. One of these is a man over seventy, who has two aged wives.

Writing of the girlhood of Queen Alexandra at her Danish home, a contributor to the *Girl's Realm* says: "There were not many servants at the Gûle Palais in Copenhagen, and each morning the young Danish princesses were required by their mother to give a little help. They each took charge of their own rooms, even to doing the light dusting. So many hours of each day were set apart for needlework, and not only for the beautiful embroidery for which Danish ladies are famed, but for mending and making underclothing, and as they grew older, the sisters, Alexandra, Dagmar, and Thyra, made their own in-door frocks and trimmed their hats. The secret of the charming appearance of Queen Alexandra is doubtless due to the fact that she knows so well how to put the little touches to her toilettes which make all the difference in the look."

The union of business with philanthropy is seldom successful, and it is doubtful, therefore, whether the solution of the servant-girl problem offered by a woman speaker at the meeting of a mothers' club, in New York, the other day, will meet with general approbation. Tenement-house childhood was the subject of discussion, and the speaker, Dr. Jane E. Robbins, spoke of the effect of tenement-house conditions on the health of the children. She urged the members to take poor children to their country homes in the summer, and said that much of the difficulty of procuring domestics to go to the country would be removed if they would engage women with babies. "I am not speaking from theory but practical knowledge of its feasibility," said Dr. Robbins. "A few years ago my mother was having a good deal of trouble and I thought that more trouble might help her. So I sent her a cook with three children, all under five years of age. The youngest was five months old. Well, it did help her as much as it helped them, and they were with her until the baby was a year and a half old. Then the cook established a little home of her own, and is making a comfortable living as a laundress."



ARRESTING THE FIRST SCORCHER OF THE SEASON ON RIVERSIDE DRIVE, NEW YORK.—Photograph by R. L. Dunn.

champion of 1898 and 1899 and the leading winner among the professionals last season. Tom Cooper, the champion of America in 1899 and representative of this country in the international championships at Paris last season, will again try for the American championship this year. W. S. Fenn, the amateur champion of last season, has just been placed in the professional class by the controlling body and will be one of the leaders in the race for the championship.

Lester Wilson, of Pittsburg, another amateur just professionalized, is a rider who will be watched very care-

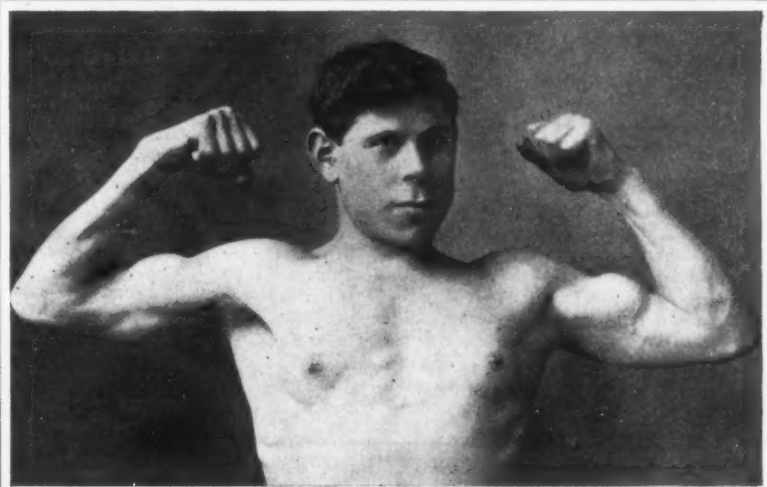
July 5th to September 7th, the sprinters will race forty to forty-five days and all will race at every meet, whenever they are not sick. The battle for the championship of 1901 is therefore the greatest ever known and of international importance, inasmuch as many of the prominent foreigners will be entered also for the complete circuit.

What Women Want to Know.

MRS. SUSAN YOUNG GATES, a daughter of Brigham Young, writes a letter to the *New York Tribune* stoutly



MAJOR TAYLOR, LAST SEASON'S CHAMPION SPRINTER, NOW REPRESENTING AMERICA IN EUROPE.



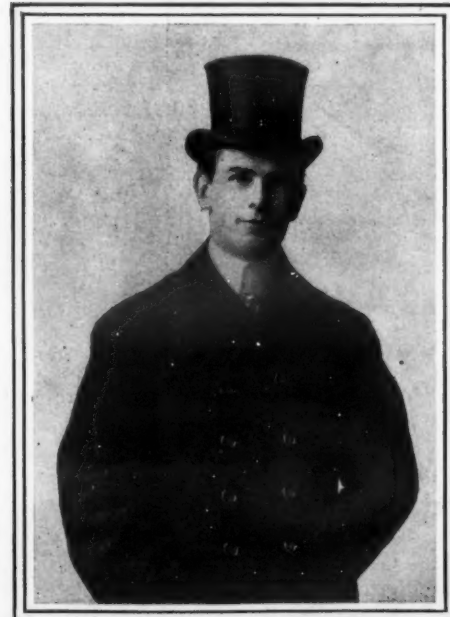
KARL KASER, GERMANY'S BICYCLE STRONG MAN, A SIX-DAY RACER, A PACED RACER AND SPRINTER.



LESTER WILSON, PITTSBURG, A LIKELY EX-AMATEUR.



FRANK KRAMER, EAST ORANGE, N. J., FORMERLY AMATEUR CHAMPION AND NOW A LEADING PROFESSIONAL COMPETITOR.



TOM W. COOPER, DETROIT, CHAMPION SPRINTER OF 1900, WHO HAS WON \$60,000.



W. S. FENN, WATERBURY, CONN., AMATEUR AMERICAN CHAMPION IN 1900, AND ASPIRANT FOR SPRINTING CHAMPIONSHIP.

NOTABLE RIDERS, WHO COVET THIS SEASON'S BICYCLE HONORS.

THE CHIEF CONTESTANTS IN THE BICYCLE EVENTS OF WHAT PROMISES TO BE ONE OF THE MOST INTERESTING SEASONS IN MANY YEARS.

THE NEW SOUTH—BRUNSWICK, GEORGIA.

ONLY six miles from the broad, expansive Atlantic Ocean, on a peninsula extending into salt water, and only about nine miles from fresh water, is situated the beautiful city of Brunswick, Georgia. She has a companion in natural beauty and health, the famous Jekyll Island, long and favorably known as the winter-resort home of many American millionaires. The island was formerly the property of the well-known Du Bignon family, of Georgia. Among the eighty-seven members of the Jekyll Island Club may be mentioned the following well-known individuals, men who will, without further introduction, be recognized the world over as leaders in the financial, commercial, industrial, shipping, jobbing, export, wholesale, railroad, and electrical world, many of them being also leaders in the social world. The names are as follows:



LIGHT IN THE NEW SOUTH.
Photograph by Faber, Norfolk, Va.

The Messrs. Francis E. and Frederic Baker, Hon. Cornelius N. Bliss, M. C. D. Borden, Prescott Hall Butler, John Claffin, Bayard W. Cutting, George J. Gould, Edwin Gould, J. B. M. Grosvenor, Eugene Higgins, Dean Hoffman, Judge Henry E. Howland, the Goetts, Morris K. Jesup, John S. Kennedy, David H. King, Jr., Charles Lanier, J. Pierpont Morgan, J. F. O'Shaughnessy, Alfred Pell, Joseph Pulitzer, William Rockefeller, Samuel Scrymser, Samuel Spencer, John A. Stewart, James Stillman, Oakleigh Thorne, William K. Vanderbilt, and Alfred Van Santvoord, all of New York City; Charles Deering, N. K. Fairbank, Marshall Field, Cyrus H. McCormick, W. S. McRea, and E. B. McCagg, of Chicago; George Bleistein, Buffalo; E. W. Clarke, Rudolph Ellis, Walter R. Furness, William Struthers, and John Wyeth, of Philadelphia; Charles R. Forrest, Hartford; James J. Hill, St. Paul; Gordon McKay, Newport; Henry K. Porter, Pittsburg; William Cooper Proctor, Cincinnati; Robert C. Pruyn, Albany, and S. D. Woodruff, St. Catharines, Canada.

Cumberland Island, the present home of the Carnegies, is the burial-place of "Light Horse" Harry Lee. General Oglethorpe's headquarters were on St. Simon's Island in the early days of Georgia. Little Cumberland Island, situated between Jekyll and Cumberland islands, belongs to Mr. J. F. O'Shaughnessy, of New York. Mr. O'Shaughnessy also owns Long Island, which lies outside of St. Simon's Island in the Atlantic Ocean, about ten miles distant. The islands are dotted with summer homes and cottages. Fishing and hunting are excellent here. On all the islands may be found quantities of wild deer, turkey, duck, quail, and snipe.

The strip of land upon which the city is located is from one-half to ten miles wide, and in order to remain perfectly healthy the citizens have only to keep it in perfect sanitary condition. The authorities installed in 1893 a perfect system of sewerage and subsoil drainage, under the direction of a man whose memory all Americans should take pride in perpetuating, the late Colonel George E. Waring, who ended his brilliant career while

establishing a similar system in Cuba, a victim to yellow fever. His work here is said to equal, if it does not excel, that of any American city. The land is from eight to fifteen feet above the highest tides, thus making it a naturally healthful residence community. No law exists here, as is the case in some other ports, prohibiting man, woman, and child from sleeping aboard vessels lying in the city docks or at anchor near the city, in the spacious Oglethorpe harbor.

South Georgia, known as the Brunswick territory, shows the greatest gain in population during the last decade, an increase from 153,000 to 227,000 people, according to the latest United States census. No State in the New South has made greater strides in population and material development than Georgia.

Brunswick is nearer the ocean than any other Atlantic coast city. It lies midway between Savannah and Jacksonville, on the coast, being 280 miles southeast of Atlanta, Georgia's capital city. Brunswick is nearer than New York, by 500 miles, to Kansas City, Memphis, and Nashville; also nearer by 200 miles to St. Louis, Louisville, and Omaha. It is said to be the nearest deep-water port to these interior cities, and to Porto Rico and the West Indies. Thirty-eight miles of water-front are available. Nature provides an unlimited supply of artesian water, containing valuable medicinal properties, available alike for domestic or manufacturing purposes. Different artesian wells throughout the city are now flowing each from 122,000 to 1,000,000 gallons daily, forming the basis of an excellent water-works system. Private wells at moderate cost can be sunk at any spot, furnishing a natural flow with a forty-foot rise and a fifty-pound pressure.

The city, with a population of 12,700, has a fine public-park system, and the shell-roads and boulevards afford excellent pleasure-driving and riding and bicycling. A new and commodious opera-house brings here the leading traveling companies and entertainments. The Oglethorpe is the principal hotel. The city and county possess a thorough system of graded public schools.

The temperature the year around on Jekyll Island and in Brunswick is most remarkable. The mean average for the past five years, even from April to October, is seventy-seven degrees. A study of the columns of the New York Herald in the winter season will reveal a climate equable and agreeable, by some thought to be the equal of the various French, Italian, and Mediterranean resorts.

The Mallory line of steamships operate between this port and New York, the Clyde between this port and Boston, the William Johnson Company line operating a line to Liverpool, Hamburg, and other foreign ports. Different lines of steamboats ply between this city and Jekyll Island, Fernandina, Fla., St. Simon's, Darien, and Cumberland islands, and to points on the Satilla and Altamaha rivers. The Plant System and the Southern Railroad each have valuable terminal property in Brunswick, the roads bringing in supplies and products for export from inland points from the south, west, north, and east.

The Board of Trade in this city, Captain Frank D. Aiken, president, is a live, up-to-date organization, of great value to the city, county, and State. In their literature I find the statement that Brunswick, as a shipping point, in comparison with other South Atlantic ports,

"Stands first in lumber, second in naval stores, third in phosphate, fourth in cotton, and fifth in iron, and upon an average basis of all South Atlantic ports in total exports and imports the port of Brunswick ranks fourth, having advanced within three years from seventh place, including every port from Baltimore to Miami."

In the Board of Trade pamphlet, in relation to industrial conditions, I find the following paragraph:

"Brunswick wants cotton buyers and shippers, phosphate dealers, 100,000 population, manufacturers of various kinds, particularly cotton, cigar, starch, furniture, and various wood-working factories, a coal station, a ship-building plant, tanneries, etc., for which unequalled inducements are offered.

Brunswick invites capital of all kinds to make investments within her boundaries; to such she will give inducement, encouragement, co-operation, and protection."

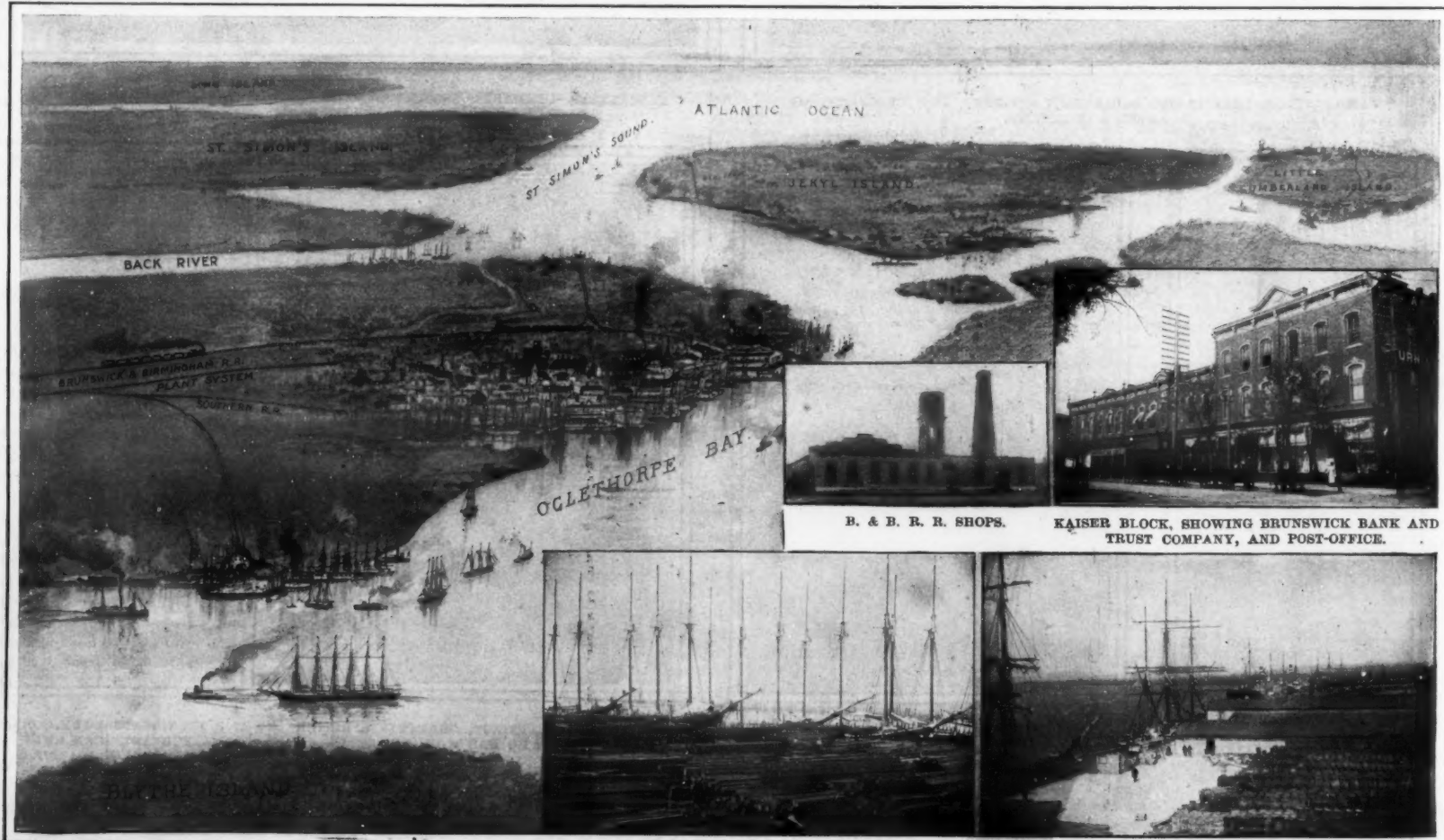
The surrounding country is rich and fertile, the sandy soil being well suited for small garden truck, such as beets, turnips, lettuce, and other early vegetables. Good success is had in raising celery, cabbage, sugar-cane, sorghum, asparagus, broom-corn, and cassava. With appropriate fertilization fruits grow in abundance, particularly peaches, plums, pears, apricots, grapes, figs, strawberries, blackberries, and Japan plums. Pecan and persimmon trees thrive and yield well also. Oats, rye, wheat, and forage crops, rice and velvet beans, clover, hay, and pea hay crops all yield large returns. Ten thousand heads of fine cabbage, 300 bushels of Irish and 400 bushels of sweet potatoes (yams) have been grown from one acre of ground here. Corn grows well on the black hammock lands. Three crops a year can be planted and harvested, and lands can be purchased at from three to twenty-five dollars an acre. Brunswick is from fourteen to twenty-one days earlier, as a producer of the soil than Norfolk, which city is noted for her mammoth garden products. The sea island products are capable of great development, consisting of fish, oysters, crabs, shrimps, clams, terrapin, and other turtles.

This State is famous for her abundant and productive timberlands. The undeveloped resources of Glynn County make her the richest section in the State. The commercial woods found are yellow pine, black or loblolly pine, white oak, red oak, water or turkey oak, hickory, ash, gum, cypress, and palmetto. The immediate vicinity produces vast quantities of timber used for ship-building purposes, the yellow pine output for this purpose being based upon Brunswick inspection.

The leading newspapers of the New South have recently given much space, editorially and in their news columns, to a remarkable enterprise started by Colonel E. C. Machen, a successful builder of railroads. The Brunswick and Birmingham Railroad, of which he has been elected president, is now being substantially built from Brunswick, Ga., to Birmingham, Ala., through a fertile and productive country, rich in natural and manufactured products.

The Brunswick and Birmingham Railroad Convention, held here January 24th and 25th last, was a notable one, being the first one of the kind ever held. About 400 representative business men, mining, lumber, and coal operators, farmers and land-owners from Alabama and Georgia attended, convinced to a man that the object was one intended, as the Glynn County Picket states, "to upbuild the South, and particularly the wonderful and wealthy territory between the deep tide water at Brunswick, which means an economical basis for future supremacy of the mineral-seamed hills of Birmingham, the industrial kingdom of the New South." People in this vicinity state that when the road is completed Alabama will ship the major portion of her mineral output through the Brunswick port. By means of this direct independent railroad to deep water, Birmingham, fixing as she does the price of iron throughout the world, would be in a position to control the iron and steel export trade from this country. Ocean rates of the South are now based on Brunswick, and the uniting of these two powerful centers will do much to place Brunswick in the lead as a South Atlantic port for foreign and domestic commerce. Great ships will be supplied with the best steamer coal, and the extensive waters of the Brunswick harbor, deep, safe, and commodious, will provide ample shelter and dockage for vessels of all nations. Her location is ideal for bringing into this country the varied and valuable products of the West Indian and South American countries.

The city of Brunswick, located in Glynn County, gave out-right toward the new enterprise magnificent water-front terminals, with access to same, and a plot of ground fourteen acres in extent, in the city proper, for depot, repair-shops, or land-terminal use. Right of way through the county, including the grading of the road, has also been given by the county. Mr. J. F. O'Shaughnessy has also given the right of way to the



THE BUSY LUMBER SHIPPING DOCKS. FOREIGN NAVAL STORES, COTTON, IRON, AND PHOSPHATE.
BIRD'S-EYE VIEW OF BRUNSWICK, GEORGIA, AND SURROUNDINGS.

railroad through his property about 14,000 acres, running out about fifteen miles. President Machen, in his address before the convention, advanced a number of commercial and industrial ideas and plans, all of which have a practical bearing on the success of the enterprise. Among other facts he stated that a through line from the city and port of Brunswick, through the Birmingham district, to the city and port of San Diego, Cal., was entirely feasible, being 1,300 miles shorter than any other railroad line on the continent. This would practically complete a powerful Oriental and Occidental line, giving direct connection with the Philippines, Hawaii, Japan, and in fact with Europe and Asia. Climatic conditions along the entire line across our continent are favorable the year around, no expensive snow-plows or snow-sheds will be needed, and the expensive item of tunnels will be unnecessary. Cross-ties, bridge and depot lumber can be secured fifty per cent. cheaper than in the North, and he thinks such a road could be operated for fifty per cent. of the gross earnings, as against the seventy-per cent. average of other roads. Vast tracts of mineral, agricultural, yellow-pine lumber, coal, grazing, cotton, rice, beet-sugar, and trucking lands would greatly increase in value along the line, the saving of time from coast to coast of the shorter route would be from four to eight days, easier grades and lighter curves, and the sure prospects for long and short hauls of the varied and valuable cargoes are all vital points, insuring success. The cargoes would include yellow-pine lumber, natural and manufactured, coal, iron and steel, pig-iron, cotton, wheat, rice, garden-truck, agricultural products, cattle, hogs, mules, gold, silver, copper, lead, and iron ore, phosphates, kaolin, fruits, naval stores (resin and turpentine), sugar, game, wines, and other natural and manufactured products.

The result of this unique convention has been to attract the respectful attention of legitimate investors, both locally and in the larger American and English money-centres, to an enterprise great in possibilities.

It is well known that the Brunswick Dock and City Improvement Company is the owner of a vast amount of fine city and water-front property at Brunswick, which, it is thought, will have great value, as this seaport is developed by the present great railroad movement in that direction. They are, of course, doing everything in their power to develop their property and help the city generally. Mr. J. F. O'Shaughnessy is also the owner of large properties in and about Brunswick.

Brunswick's magnificent land-locked harbor, the largest and safest one on the South Atlantic coast, now has a depth of twenty-five and one-half feet of water on the outer bar at ordinary high tide, with no obstruction to navigation. It is estimated that with the sum of \$250,000, the moderate appropriation asked for from the government, an average depth of thirty feet can be obtained from the outer bar, a distance of ten miles across the harbor to the projected wharves of the Brunswick and Birmingham Railroad. The success of the present depth of water is due in a large measure to the ability, integrity, and far-seeing knowledge of Captain C. P. Goodyear, a lawyer living in this city. The results were accomplished by the use of dynamite and auxiliary methods, alike unique and cheap as compared with the costly engineering projects at other ports. Since 1895 Captain Goodyear has secured an increased depth of seven feet, expending for the same \$245,000. This amount leaves him in debt \$25,000, and he asks the government to reimburse him for this extra amount when the additional appropriation required is made. The best informed citizens believe that the proposed appropriation, the plans of which are endorsed by the War Department, is in every way just and will no doubt be granted by the next Congress. As a result of Captain Goodyear's achievements the commerce of Brunswick, export and import, has increased from \$12,295,967 in 1895 to \$24,714,038 in 1900. The 1900 values lie principally in the fact that about 280,000,000 square feet of lumber, timber, shingles, staves, laths, and cross-ties, and over 295,000 barrels of naval stores (resin and turpentine), also over 152,000 bales of cotton and manufactured sheeting, were shipped through this port.

The Maritime Congress of January last was a notable event in the history of this city and State, and it brought to the respectful attention of a thinking and reasoning public and an appreciative press the persistency and ability of a rising young Brunswick real-estate man, Mr. Edwin Brobston. While the Governor of the State, who issued the call for the congress, was engaged in saying "d—n" over the long-distance telephone in an endeavor to prevent the ship subsidy resolution from being endorsed by the congress, Mr. Brobston was "sawing wood." The resolution was passed with but one dissenting vote. The Governor's loss is Brobston's gain, while the enthusiasm created in the entire New South has gained many friends for the powerful measure that will doubtless become a law at the next session of Congress.

Through the efforts of Congressman Brantley, Brunswick is to have a public building to cost \$100,000, an increase of \$50,000 over the former appropriation.

The largest sailing-vessel in the world, the *George W. Wells*, drawing twenty-four feet of water (shown in drawing on preceding page), received her first load in this city at the lumber docks of Mayor Emanuel's cross-tie company.

The editor of the New York *Herald* is authority for the statement that "Ship-building and ship-owning have been and are to-day essentials of national greatness, and, fortunately for us, the times are ripe and the conditions propitious to establish construction plants, to carry our trade on home-built steamers."

The construction of ships is so remunerative that new yards have been built in widely-separated localities, and everywhere there is a demand for ships.

"Brunswick, Georgia, as a Port for Ship-building" is the title of a comprehensive little booklet presented by the Board of Trade at the National Maritime Congress held in this city last January. In it the claim is made that, by reducing the cost of construction, Brunswick offers material encouragement to the American ship-building industry. The following information is reproduced from this booklet for the benefit of readers of *LESLIE'S WEEKLY* who may be interested in the subject:

Of all places in the South or elsewhere, there is none more suitable for ship-building than Brunswick. She invites the ship-builder to her shores with the representation that if he looks over the panorama of American ports Brunswick will be the most pleasing to meet his vision. Here he will find: The

home of the world-renowned Georgia pine, the best and most-used pine wood for ship-building in America; a mean winter temperature of fifty-five degrees and a mean summer temperature of eighty degrees, affording the opportunity to pursue his work 305 days in every year, Sundays only excepted; one of the healthiest ports on the whole Atlantic coast; one of the finest land-locked harbors on the South Atlantic coast, with a depth at mean high water of twenty-four feet at the shallowest point anywhere in the channel, from the docks straight over the ocean bar to sea (a distance of fifteen miles), with appropriations already made by Congress for the further improvement of the harbor; ship-building labor twenty-five per cent. cheaper than the same labor costs at the North and East; lumber six to ten dollars per thousand less than the same lumber would cost in New York; iron at least \$2.25 per ton less than the same iron would cost in New York; all qualities of coal from the vast fields of Alabama, Georgia, and Tennessee ten per cent. cheaper than the same class of coal can be obtained in New York and Eastern markets; sails approximately at the same cost as in New York; Birmingham iron is shipped through Brunswick because it is the cheapest and best route of shipment. The iron and lumber trade is active at this time through the port of Brunswick, where, because of the convenient railroad facilities, the raw material is landed by the railroads on the docks within reach of the vessel's tackle. Brunswick is one of the termini of the great systems of railways, the Southern Railway, with its 7,276 miles of railroad, and the Plant system of railways, with its 1,668 miles of railroad. The Brunswick and Birmingham Railroad is now in course of construction, and in a short time will furnish a still more direct line from Brunswick to Birmingham, and bring about a reduction of freights. This road will open the best body of virgin long-leaf pine timber now standing in the United States, and penetrate the heart of the iron and coal-fields of Alabama. No hazards of the sea, commissions, or cost of handling are encountered here such as the builders of the North and East have. Brunswick is not only the nearest port in existence to the geographical centre of the great pine belt of the Southern States, but from a geographical standpoint is likewise the nearest port to the iron-fields of Alabama.

In conclusion we invite ship-builders to our port, where they may build at a minimum cost either the iron steamship or the sailing-vessel, which on leaving the place of its nativity may go on a mission to the markets of the world freighted with the very material of which it was constructed.

The Brunswick Bank and Trust Company, Captain Frank D. Aiken, president, and M. Kaiser, vice-president, is one of the chief financial institutions of the city. It has a capital and undivided profits of \$60,000; deposits of \$80,000; loans and discounts of \$100,000; stocks, bonds, etc., \$10,000, and cash and exchange, \$30,000. The National Bank of Brunswick, Major C. Downing, president, has a capital of \$150,000.

The illustrations used in this article are made from photographs by R. H. Winston and C. H. Wimberly.

CHARLES ELLY HALL,
General Staff Correspondent.

Industrial Progress of Russia.

RUSSIA has been so completely outstripped in industrial development by the other great nations of Europe and by the United States that the world has come to think of the unparalleled natural resources of that country as likely to lie dormant indefinitely. Only one who has visited the newly-established centres of industry in southern Russia can gain any conception of the tremendous strides that have been made in the last ten years, and only those who have become acquainted with the magnificent scale on which the builders of the Russian empire are working out their plans can fully appreciate the possibilities of the next ten years in the industrial life of that country.

The state and private railways which now gridiron the greater part of European Russia and the far-stretching Siberian lines have required and will require immense quantities of rails, rolling stock—locomotives and railway appliances of every description. The standing army of Russia—the largest in the world—and the necessities of her growing navy demand an enormous quantity of munitions of war of every kind. The requirements of the expanding national life of an empire counting among its subjects 150,000,000 souls can only be estimated in the light of the consumptive power of the peoples whose industrial development is furthest advanced—the two great branches of the Anglo-Saxon race.

For Russia to postpone her various projects for internal improvement until the materials could be supplied at home would have retarded for a quarter of a century the advance that has already been achieved. To continue the purchase of the products of foreign factories and mills until the crude Russian methods could be sufficiently improved to turn out machinery capable of successfully competing with the best product of Germany, England, and America, would mean an indefinite continuance of the payment of millions of Russian money to foreign manufacturers. The policy that has actually been adopted reflects great credit on the astuteness of the men who at present hold the reins of government, and it may well be illustrated in the item of materials for railway construction and supply.

The world has been scouring for the best method of manufacturing rails, for the most efficient locomotives, the finest rolling stock, the most perfect air brakes and other forms of railway appliances—for the best in every line. Contracts worth millions have then been offered to the manufacturers of the articles selected on the condition that works for their production be immediately established in Russia, equipped and put in operation in time to turn out the last installments of the orders. The effectiveness of this policy can be seen at a glance. Not only does it insure the manufacture within the limits of the empire of the best type of goods to be found in the world before the expiration of the various contracts, but it effects the establishment of fully equipped modern plants in Russia which must in a few years make that country independent of the German and English and American manufacturers.

In addition to this policy Russia has a protective tariff which is probably the most elastic specimen of its kind on earth. It stands as a rigid barrier against the importation of foreign goods which will compete with what could otherwise be turned out as well in Russian factories, but it can be let down at a moment's notice, as it were, when

a consignment of machinery arrives which the Council of State considers will result solely to the advantage of future home production. The results of this policy, which has had its full working out only in the last few years, cannot yet be shown by statistics. The next quinquennial census will be taken in 1902, and its showing is awaited with great interest by those who know something of the wonderful progress made in the last four years. The figures of 1897 are full of significance, however, for they show that the industrial production of the country had increased fourfold during the five years covered by the reports as compared with the record of the preceding five years, and was six times as great as during the quinquennial period ending in 1887.

The pioneer in the employment of foreign capital in manufacturing on an extensive scale in Russia was The American Company, which founded the well-known locomotive works in St. Petersburg, in 1844, and turned out during the first twenty-four years of its operation 200 locomotives, 253 railway passenger cars, and 2,700 freight and platform cars. As early as 1786 there had been founded in the Urals, however, the still existing works of Demidov by a Scotchman of that name, while the great foundries at St. Petersburg and Cronstadt, the Izhora Machine Works, and the Wilson Works at Moscow for the manufacture of agricultural implements, were founded early in the present century.

The most successful manufacturing establishment in Russia, and one of the most extensive in the world, is that of the New Russia Company, Ltd., at Ussolka, in the south of Russia, where no less than 12,000 men are employed. There was mined by this company last year 650,000 tons of coal, 350,000 tons of coke were made and used, and 500,000 tons of iron were produced at its mines. From this raw material there was turned out 335,000 tons of pig iron, 50,000 tons of steel billets, 150,000 tons of steel rails, and 16,000 tons of other products of iron.

How profitable an enterprise this has been can be judged from the fact that, in spite of the heavy taxes, dividends for the last decade have averaged 32.2 per cent. per annum and the capital has been doubled during that time. With a showing like this the wonder is that foreign capital has invaded Russia in so small volume as it heretofore has. American, as well as English capitalists and manufacturers, are now rapidly awaking to the possibilities of the almost virgin fields of southeastern Russia, and a tremendous increase in activity is prophesied for the next ten years.

Locomotives are now being built in Russia at the St. Petersburg works, at the Kolomensk works near Moscow, at Briansk in central Russia, and at Votkinsk in the Ural Mountains, at which latter place steamboats and railway appliances of every description are turned out. Rolling stock built according to American models, and vastly superior to the ordinary European railway coaches, is being rapidly turned out at the shops of the Wladikawkas and other state railways, at the Poutilovsk works at St. Petersburg, and at Maltsev and Sormovsk in central Russia, as well as by many of the concerns mentioned as locomotive builders.

The northern half of Russia, tributary to the Baltic Sea, has hitherto been the most populous and important section of the country, but the mineral riches of the Urals and the Caucasus have made the territory tributary to the Black Sea the seat of the rapidly developing iron and steel industry. This, with the agricultural wealth of southern Russia, which has lately been afforded a more adequate outlet than it has heretofore enjoyed by the building at Novorossisk, the terminus of the Wladikawkas railway, the largest grain elevator in the world, seems destined to make the Black Sea rather than the Baltic the great highway of Russian commerce in the future.

Foreign Facts of Present Interest.

THE German Emperor was at Letzingen when the last census was taken in Germany, five months ago, and his census paper is one of the treasures of the municipal offices there. It has been framed, a certified copy of it having been made for counting purposes. It is filled up in the Emperor's own hand, and under the head of "profession" the Kaiser wrote: "German Emperor, King of Prussia."

The Austrian consul at Cairo mentions some interesting particulars of trade in the Soudan in his last report. The inhabitants of the Soudan eagerly buy linen goods, sugar, cotton goods, scents, tea, nails, chains, iron and copper wire, false jewelry, and locks. Great Britain supplies the Soudan with cotton goods, but Germany, Austria, and Italy almost monopolize the trade in other articles. German firms in particular do a great trade in scents. One caravan alone carried perfumes to the value of 20,000 francs. Strange to say, the United States does not appear to cut any figure at all in the Soudan trade.

According to the rule sanctioned by centuries of Chinese observance, no document can have the authority of the imperial throne of China unless it bears a red spot placed there by the sovereign. To the Grand Council the Tsung-li-Yamen and all other departments of state take their business, and the Grand Council in its turn considers all documents, and attaches to each a piece of red paper on which its own decision is written. Each morning at daybreak the Grand Council proceeds to the palace to submit the papers to the sovereign, who, as each document is produced, signifies approval by making a small spot with a brush on the margin of the red paper. With the red spot upon it the paper is the most sacred thing in the world to a Chinaman; without it, it may be torn to shreds with impunity.

HINTS TO MONEY-MAKERS.

[NOTICE.—This department is intended for the information of the regular readers of LESLIE'S WEEKLY. No charge is made for answering questions, and all communications are treated confidentially. Correspondents should always inclose a stamp, as sometimes a personal reply is necessary. Inquiries should refer only to matters directly connected with Wall Street interests.]



WALL STREET NOTABLES.—JOHN M. SHAW.

INTEREST centres naturally about the great steel combination, and it is fortunate for its promoters that the iron market has assumed an aspect of great activity at increasing prices. If it were experiencing the same sort of depression that we are having in the woolen and cotton industries, calamitous results might be anticipated. Just how long the iron and steel market will continue to enjoy this prosperity I dare not predict. I can only recall that the English and German iron markets suffered a complete revulsion of existing conditions in the short space of a few months. The drastic reduction in wages of iron-workers abroad signifies a struggle to prevent the continued exports of American iron and steel products. The demand for higher wages in all departments of trade in the United States, beginning to express itself in threats of strikes, also has its significance. Whether the great iron and steel combination will be able to spread itself out sufficiently to gather in all its competitors is a very serious question. Unless it does so, it must expect constantly-increasing competition.

The Tennessee Coal and Iron Company, at its new mills at Ensley, is preparing to make billets, slabs, rails, small rods and bars, sheet-

tin bars, as well as pig iron. The Colorado Coal and Iron Company can also be an active competitor at many points. New concerns, capitalized not on an inflated but on a solid basis, can find an abundance of ore, for thirty-one States of the Union have ore-beds uncovered, and it is possible and probable that other States will also be found to have this most useful of all metals. Nor has any thoughtful man failed to note the tendency on the part of the tax authorities, especially in the Western States, to impose heavier assessments on all industrial enterprises. The inflated valuation placed by the United States Steel Corporation on its iron properties in Minnesota, it is said, will result in increasing the assessed value of its iron properties in that State from \$10,000,000 to \$75,000,000.

Meanwhile, the railroads are not free from trouble. In spite of the gentlemen's agreements, the friendly pools and combinations, railway-rate wars are on in several directions, both in the passenger and freight departments, and the Legislature of Minnesota has just passed a bill to increase the tax on gross earnings of railroads, while other Legislatures are contemplating a renewal of the old and unfortunate warfare against railway and other corporate interests. The passage of the dividend on United States Rubber preferred and the acknowledgment that in this era of low prices dividends cannot be anticipated as long as the war with the independent rubber concerns continues, carries with it an impressive lesson regarding the possibilities of competition throughout the industrial field.

I advise my readers, in purchasing the shares of industrial corporations, to select those which are least liable to competition, those in which competition will necessitate the use of enormous capital, and those in which natural conditions handicap the new-comer. The railroads have the preference because investors feel that almost insurmountable obstacles stand in the way of the construction of a new railroad. Rights of way, expensive terminals, as well as the necessary capital, must all be secured to build a railway, and the aggregate capital required is of such magnitude that it can only be secured through large banking and financial interests, most of which are friendly to existing railway systems. The situation in the industrial field is entirely dissimilar, and it is for this reason that an old investor has made it a rule not to buy any industrial which does not net him from 10 to 15 per cent. per annum, though he is entirely satisfied with railroad investments netting from 4 to 5 per cent.

A growing impression prevails that the stock market has reached a dangerous and precarious situation, that speculation is sweeping the public off its feet, and that a catastrophe may not be far distant. Months ago conservative financiers sold out their entire holdings with a determination to wait for a sweeping decline before going into the market again. Many of these, discovering that they had diagnosed the situation incorrectly, have gone into the market again and closed out at another profit. A few others are still in the market, keeping company with that vast number of active speculators who, while they believe there is danger in trading at current prices, rely upon their ability to get out quickly at the first signs of imminent danger. The patient speculator and investor can restrain his disposition to get into a lively market, but the impatient investor dislikes to be idle while others about him are making money. It would be wiser under such circumstances to forego the possibility of a little profit and pull out while the coast is clear. I recall that when the late Jay Gould was asked why he had withdrawn from a certain speculative pool ahead of its liquidation, he replied that he felt "a little lame," and therefore thought he would start in early. There is a heap of suggestion in this remark just at present.

Not many months before the latest and greatest of all bull leaders, Roswell P. Flower, came to his untimely end, he said to me, in the midst of the great boom of two years ago, on a bright spring morning,

"When the grass begins to lengthen
Stocks begin to strengthen."

Everybody was inclined to believe in the truth of this couplet, and the speculative balloon soared higher and higher. Then came the death of the great bull leader, which called a sudden halt in the market, and ended in liquidation, and finally in a smash. A year later we had a bull movement in cotton. The staple mounted to unprecedented prices, and cotton speculators did not hesitate to say that the rise was to continue indefinitely. Suddenly it was discovered that cotton had reached the zenith, and a long line of holders at high prices awaited

(Continued on next page.)

\$10 SECURES \$400.00 LOT IN GREATER NEW YORK

FREE TRIP TO NEW YORK CITY AND RETURN

\$2,000,000 INSURES YOUR INVESTMENT—THE ASTORS' WAY OF MAKING
MONEY MADE POSSIBLE TO SMALL INVESTORS—\$10 SECURES \$400
LOT WHICH IS GUARANTEED TO BE WORTH \$500 BEFORE
ONE YEAR FROM DATE OF PURCHASE—WE
TAKE ALL RISK—READ EVERY WORD.

THE largest, most reliable, most successful Real Estate Company in the world, Wood, Harmon & Co., of New York City, are so positive that the values of their lots will increase 25 per cent. during the year 1901 that they will guarantee this increase to any investor—in case they cannot show it, they will agree to return all money paid them with 6 per cent. interest. We have one of the greatest opportunities of a lifetime for the small investor to make money—we give as good security as the strongest savings bank, and instead of the 4 per cent. interest on deposits we can guarantee over 25 per cent. We thoroughly believe the lot which we now sell for \$400 will in 10 years bring \$4,000, in 20 years from \$20,000 upwards. If you will carefully study this communication you will see our reasons.

The Astors and our wealthiest families have made their money from the increase in value of real estate. You can prove this point if you will take the pains to look it up. New York City property has increased in value more than that of any other place because of its enormous growth in population, and this growth of values and population is still going on. Since the consolidation of New York and Brooklyn, the increased facilities of rapid transit by bridge, trolley, and elevated, the immense tide of increased population has turned Brooklynward. The attention of the public has been called to the great advantages of Brooklyn, because it is only in that section that New York can grow—please note that point, as it is the keynote to the situation. The influx of people into Brooklyn is so great as to severely tax Brooklyn Bridge—as a result new bridges are being built (one of which is nearly completed) and tunnels are being dug beneath the East River. Not only is Brooklyn Borough the only section in which New York can grow, but property in old New York City, the same distance from City Hall, would cost 20 to 100 times the money—note that point carefully, it is absolutely true.

Listen to Our Story. It is our business to study conditions existing or possible in the various cities of the United States, and we have aided in the development of 25 different cities. After 12 years' careful study in New York without purchasing, in 1898 we saw the trend of affairs, and before the consolidation of New York and Brooklyn we bought over 1,100 acres of the choicest land in Brooklyn, and which is now in the heart of that Borough. This land is only 3½ miles from Brooklyn Bridge and is only 35 minutes from New York City Hall. We have over \$2,000,000 invested in this land, and are making it one of the most beautiful spots of New York. The growth of the city, together with our improvements, have increased the value of the property over 25 per cent. since a year ago, and we feel so sure that the increase will be at least the same, that we think there is no risk in guaranteeing it.

Our Guaranteed Increase. Our guarantee of 25 per cent. increase in one year in the value of lots is a simple one and should not be misunderstood or misconstrued. It means that the regular prices publicly marked on our property (every unsold lot being plainly tagged and priced), and at which our large corps of salesmen will be then selling these lots, will be 25 per cent. in excess of the prices at which we now offer them.

It does not mean that we can or will assume the responsibility of selling customers' lots except incidental to our business of development, or that we will take them off their hands; this obviously would be impossible in the great work of development we are undertaking. This is intended as a straight business agreement of an honest increase in value and that only.

N. B.—Our non-forfeiture agreement prevents the loss of your lot from misfortune.

Listen to Our Proposition. Our property is improved in exact accordance with City Specifications, Streets 60, 80, and 100 feet wide, built to City grade, bordered on each side by 5 feet granolithic cementine sidewalks, flower beds and shrubbery, city water, gas, etc., all at our expense. For \$10 down and \$6.00 per month until paid for we sell you a regular New York City lot, subject to the following guarantees from us:

If at the expiration of the year 1901 this lot is not worth \$500.00, based on the price at which our corps of salesmen will then be selling similar lots, we will refund all of the money you have paid us with 6 per cent. interest additional.

If you should die at any time before payments have been completed, we will give to your heirs a deed to the lot without further cost.

If you should get out of employment or be sick you will not forfeit the land.

Titles are guaranteed to us by the Title Guarantee & Trust Co. of New York.

Note Our References. The Commercial Agencies, 20 National Banks, and 30,000 customers all over the United States, and especially the one at the bottom of this page; this is only one of a thousand.

You will note three distinct points of advantage in this proposition. First—it is a Life Insurance for your family. Second—it enables you to pay in small sums as you would in your savings bank, and cannot cramp you; and, Third—it enables you to participate in the great growth of values in New York real estate which are due to natural conditions; and, furthermore, the three advantages are absolutely without risk.

FREE TRIP TO NEW YORK. As a further guarantee of good faith, we agree with all persons living East of Chicago to pay you in cash the cost of your railroad fare to New York and return if you visit our property and find one word of this advertisement a misrepresentation, or in case you buy to credit cost of the trip to you on your purchase; to those living farther away than Chicago we will pay that proportion equal to cost of fare to Chicago and return. We would advise you, if you are satisfied, to send first payment \$10 in cash at our risk immediately, and we will select the very best lot for you. Or, if you desire further particulars, to write immediately for maps, details, and information. It will cost you nothing to find out and thoroughly satisfy yourself—we solicit closest investigation. References by hundreds—our reputation is national.

WOOD, HARMON & CO., Dep. 29, 257 Broadway, NEW YORK

The following testimonial was given us by The Nassau National Bank of Brooklyn:

"There is no doubt the property offered by Wood, Harmon & Co. in the Twenty-ninth Ward represents one of the best investments a man of limited income can possibly make within the corporate limits of Greater New York. It can be said without hesitancy that Wood, Harmon & Co. are perfectly reliable, and are worthy the fullest confidence of the investor, whether he resides in Greater New York or any other section of the United States."

"THE NASSAU NATIONAL BANK OF BROOKLYN."

\$1,000,000

Russian Government

Guaranteed 4^{per} cent. Gold Bonds

Maturing 1957. Optional 1916.
Interest Semi-Annually, New York.

In United States Gold Coin

Non-Taxable.

Bonds are specifically made free from tax by Imperial decree.

International Market

Bonds are largely traded in on European Exchanges, thus giving them a wide market and making them readily convertible in times of panic.

Sinking Fund to Retire Bonds at Maturity

A Sinking Fund of 1/2 of 1 per cent. annually is raised for protection of this loan.

Price 100 and Interest.

FARSON, LEACH & Co., 140 Dearborn Street, Chicago
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FINANCIAL AND INSURANCE. THE Real Estate Trust Company OF PHILADELPHIA

Southeast Corner Chestnut and Broad Streets

Capital (full paid) . . . \$1,000,000
Surplus and Undivided Profits \$700,000

Allows Interest on Deposits subject to check.
Rents Safe-Deposit Boxes in Burglar-Proof Vaults.

Buys, sells, and leases Real Estate in Philadelphia and its vicinity. Collects Rents and takes general charge and management of Property.

Executes Trusts of every description under the appointment of Courts, Corporations, and Individuals. Acts as Registrar or Transfer Agent for Corporations, and as Trustee under Corporation Mortgages.

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POST-OFFICE DEPARTMENT, Washington, D. C., March 28th, 1901.—Sealed proposals will be received at this Department until Thursday, May 2d, 1901, at two o'clock P. M. for furnishing paper, books, stationery, rubber goods, wrapping paper, twine, scales, post marking and rating stamps, rubber stamps, inking pads, cancelling-ink, packing-boxes, printing facing slips, cutting blank facing slips, and card slide labels as they may be ordered from time to time during the fiscal year beginning July 1st, 1901, and ending June 30th, 1902, for the use of any branch of the departmental or postal service. Blankets for proposals, with specifications and full instructions, will be furnished on application to the Superintendent of the Division of Post-office Supplies, Post-office Department, Washington, D. C. CH. EMORY SMITH, Postmaster-General.

F. A. ROGERS & CO., Inc.
38 WALL ST., NEW YORK.
Bankers and Brokers.
STOCKS, BONDS, COTTON, GRAIN.
Investment Securities.

THE WORLD OF AMUSEMENT.

MISS MILLWARD, the bright little English woman, who has done so well as leading lady at the Empire, sails for England to take the leading part in "In the Palace of the King," at Drury Lane. Miss Viola Allen, at the same time, starts out from New York, after her wonderfully successful engagement in the same play, at the Republic, on a month's tour of the leading cities of the East, traveling in a special train with her own private car, two sleepers, a day-coach, and three baggage cars. Miss Allen is one of the hardest working members of her profession and has certainly deserved the success she has achieved so conspicuously during the last two seasons. She is bound to have a hearty welcome on her May tour.

The illness of Miss Gilman, fortunately, has not interfered with the presentation, under the management of Sam S. Shubert, at the Herald Square Theatre, of the new musical comedy, "The Prima Donna." Miss Lulu Glaser,



MISS LULU GLASER, WHO HAS THE LEADING PART IN "THE PRIMA DONNA," AT THE HERALD SQUARE.

at the last moment, was engaged for the leading part and mastered it with a readiness that disclosed her versatility and capacity for good work. There is plenty of life and action in "The Prima Donna." It was welcomed by an enthusiastic but not well-satisfied audience.

The gorgeous revival of "The Casino Girl," at the Knickerbocker, has been attended by extraordinary success and it would not be surprising if it should run until June. The extravaganza is a good deal brighter and better than it was last season. The burden of the hard work falls on two captivating young women, Ella Snyder and Katie Seymour.

Fashionable audiences gather nightly at the Garrick, where Ethel Barrymore, in "Captain Jinks of the Horse Marines" continues to provoke laughter in a quiet and joyous way. Miss Barrymore's gowns and the graceful style in which she wears them, as much as her acting—which I do not by any means disparage—attract audiences of the first quality. Her venture as a star has been decidedly successful.

With the vaudeville artists organizing under the name of "The White Rats," and striking against the payment of a five per cent. commission, and with the chorus girls organizing as "The White Mice" for purposes of self-protection and personal profit, we are having sensations off as well as on the stage by performers who are always more or less sensational. An actors' or a chorus girls' strike on an extensive scale is something new in the world of labor. The great vaudeville houses like Proctor's and Keith's seem to have been able to withstand the shock, and one good result of the difficulty has been the opening of unexpected and unusual opportunities for new talent. It would not be a bad thing for the vaudeville stage if some of the worn-out, played-out, and threadbare old-timers were given a rest for a while. I am among those who believe that lots of talent is lying dormant in the amateur line, which can and will readily adapt itself to the calls of professional service. The outcome of the strike of "The White Rats," regardless of the right or the wrong involved, will, in the end, therefore, be beneficial, and both sides to the controversy may perhaps draw encouragement from that fact. As to "The White Mice," they have my profoundest sympathies. The chorus girl is a much-maligned, too often underpaid, and very generally deserving young woman. I believe in giving her good wages and every advantage that her more favored sister in the legitimate drama demands and receives.

JASON.

Hints to Money-makers.

(Continued from preceding page.)

with growing impatience the opportunity to unload that did not come, and that probably will not come until many years have passed. They are still waiting.

Don't let any one forget that all the big manipulators are in

Wall Street to make money. The combinations and deals are for no other purpose. Wealthy operators have organized pools in various stocks, uniting their issues under the customary confidential agreements, and selling out after manipulating their special stocks for a generous rise. A Gould pool in Manhattan was recently liquidated, with a profit of nearly a million dollars; and there is more than a suspicion that James J. Hill, the canny Pacific Coast operator, has been exploiting his alleged "deal" with St. Paul, and his recent combination with Burlington, the Erie, the B. & O., and other roads, for the sole purpose of selling his stock, for it has long been rumored that he was getting ready to retire from business. The close of the Burlington deal probably signals the climax, or pretty nearly the climax, of the combination era. It still remains to be seen what will be the outcome of the Gould manipulation of Missouri Pacific, Wabash, Texas Pacific, and the Harriman exploitations in the Southwest. The whole market looks to me as if speculators were skating on pretty thin ice. Somebody may get wet!

"Bridgeport," Conn.: Consult a lawyer.
"W." Cleveland, O.: Wabash debenture Bs.
"P." Malden, Mass.: Neither is rated very high.
"Inquirer," Jefferson, Wis.: Will reply by letter.
"X. Y. Z." Allentown, Penn.: No. No stamp inclosed.
"L." Baltimore: Union Pacific fours are an excellent investment.
"N. J. W." Boston: I do not advise the purchase of either stock.
"B. F. L." Kalamazoo, Mich.: I would wait for a reaction and would give preference among the stocks you name to Union Pacific.
"Frank," New York: For a long pull, of the stocks you mention, I am inclined to believe that Southern Pacific would yield the best results.

"M." Cincinnati: The firm has not a very high rating, and I do not regard the proposition as anything better than an ordinary speculation.

"Lebanon," Penn.: Little is known regarding the company on Wall Street. Any banker in your town would probably advise you regarding it.

"S." St. Louis: Of the stocks you mention, I would give preference to Erie first preferred, Wabash debenture Bs, Louisville, Nashville, and Texas Pacific.

"R." Washington: Spencer Trask & Co., 27 Pine Street, is a large and conservative house and a member of the New York Stock Exchange. (2) Southern preferred.

"S." Kendall Green, Mass.: American Woolen preferred sells so low because of the depression in the woolen business and the general belief that the company is overcapitalized. (2) No.

"E. M. L." Brooklyn: Charts are not always reliable, and, as a rule, I place little dependence upon them. (2) If the money market tightens, I expect a decline in stocks this summer.

"H." Lyndon Center, Vt.: I regard St. Louis and Southwestern with favor, if the market maintains its strength. Both classes have had a very heavy advance. (2) Spencer Trask & Co., 27 Pine Street.

"Subscriber," Radford, Va.: Have not the best rating. Would not deal with them in an advisory capacity. All the stocks you mention are in favor, but the market is too high to advise the purchase of any of them.

"Subscriber," Radford, Va.: Spencer Trask & Co., 27 Pine Street. American Ice preferred is as cheap an industrial investment as there is on the market, and the common stock is as cheap a speculative industrial as I can name.

"C. J. R." Winsor, N. C.: I would not advise its purchase. Any concern that offers such large dividends is a good thing to keep away from. (2) I am unable to advise about loan associations which have no affiliations with Wall Street.

"Constant Reader," New Haven, Conn.: Yes. (2) I would rather have a railroad bond, such as the San Antonio and Aransas Pass fours, the Erie general liens, or the Reading general fours. (3) Spencer Trask & Co., 27 Pine Street. No stamp.

"H." Dexter, Me.: It is obviously inadvisable, and quite impossible, while new deals, pools, and combinations are being unexpectedly sprung from day to day, to name the best stocks to sell short. The general rule is to sell stocks short that have had an abnormal rise.

"S." Parkersburg, Va.: Kansas City Southern Railroad, since its reorganization on a reasonable basis, has been earning a great deal more than the interest on the bonds. This ought to increase the value of the preferred and common stocks. For a long pull I regard them as good as anything in the market.

"O. T." Baltimore, Md.: Watson & Gibson, 55 Broadway, on the Consolidated Exchange. (2) Spencer Trask & Co., 27 Pine Street, are conservative and reliable members of the Stock Exchange. Most of the first-class houses will advise with their customers, but none will care to speculate with an account.

"Elmore," Brooklyn: United States Steel preferred will no doubt earn and pay its dividends in ordinary times, but, as industrials sell, it is high enough. (2) I do not advise the purchase of British Columbia Copper, though there is no doubt that a speculative pool is trying to advance it, and may be able to do so.

"Winona," Minn.: In a recent issue I discussed American Cotton Oil. Its earnings, if reported accurately, seem to be fairly well maintained, but the low price of the common stock makes me suspicious that it is suffering from competition springing up on many sides. (2) None of the parties has a high rating.

"G." Jersey City: A good profit is always a safe thing to take. It looks as if important developments referring to Texas Pacific might advance its price, but if the market declines, it is liable to suffer with other stocks in a reaction. For a long pull, I think Ontario and Western is better than Chesapeake and Ohio at prevailing prices.

"Hope," Providence, R. I.: The earnings of St. Louis and Southwestern seem to justify the expectation of a dividend-payer, but in such a market I would advise you to take a profit and not wait for the last cent. (2) Atchison preferred is abundantly able to pay its dividends and by many is regarded as an excellent investment.

"T. A. H." New York: I do not advise the purchase of either of the three stocks you mention. Certainly not the Copper Company or the Eastern Star Oil Company. General Carriage is the best of the three. Nor do I advise the purchase of the last mentioned oil concern. The market is pretty high and is a purchase, only on reactions.

"W." Knoxville, Tenn.: You are entitled to the coupon on the bond if you buy it before the coupon falls due. (2) If you sold the bond short, and it should advance in price, you would obviously stand to lose. (3) You would have to operate on a margin either way. (4) No interest is charged unless money is used on your account by your broker.

"Anxious Inquirer," Hartford, Conn.: The developed oil wells of the Eastern Star Oil Company do not justify the extravagant statements printed about it. Many a company has paid dividends while selling its stock. If you prefer to learn by your own experience rather than by the experience of others, that is a matter for you to decide.

"J. A. B." New York: Chicago and Alton common, on its merits, is high enough. It is not earning enough to pay two per cent. dividends, but pool manipulation can advance it if the market maintains its strength. (2) Cotton Oil common has had a severe decline, due to competition. I am awaiting a statement of its earnings. (3) Credit second grade.

"A. B. C." New York: I do not advise investment in any of the loan companies of the character you mention. A small amount of money can be invested more safely in a savings-bank, paying four per cent. No gilt-edged stock or bond will do better than this for you, though a number of the preferred shares of the industrials yield a much better profit.

"E. R." San Antonio, Texas: I think the San Antonio and Aransas Pass fours are reasonably safe at their quoted price. (3) When a bond is due, you are paid its par value. (3) No. (4) A registered bond is one which is registered in your name, so that if it is lost its ownership can be recognized. (5) Interest is paid on the par value. (6) The bond-holder, as a rule, has a prior lien, in case of the bankruptcy of the road.

"W." Boston, Mass.: If your former letter was received it was certainly replied to, either personally or in my column. I do not believe in the future of Standard Rope and Twine securities. The outlook for them is not good. Of course if the bull movement continues, which I am still inclined to doubt, everything on the list is liable to have an advance. I would be inclined to get out of such a stock at the first favorable opportunity.

"Skeptic," Galesburg, Ill.: Thanks for your compliment. (1) A rise in Steel would naturally be accompanied by a continuance of, or an increase in, the strength of the entire market. (2) I do not advise short sales of the high-priced, dividend, established stocks; not, at least, until we have an end of contemplated deals and combinations. (3) Some of the non-dividend payers, which have doubled and trebled in value, look abnormally high.

"S. O." Johnstown, N. Y.: No, it is not possible to buy and sell at the same time, at the same price, because in an active market prices change, sometimes with each sale. (2) If this could be done, the dividend, less commission, under your plan, would be a profit. (3) If you should buy a stock to secure the dividend, selling it short at the same time, and the stock should rise, the dividend might not cover your loss on a short sale. (4) I do not advise short sales on a buoyant market. (5) Spencer Trask & Co., 27 Pine Street.

"D. R." City: The annual report regarding Union Bag and Paper shows that it is earning sufficient to pay the dividends on the preferred and not much more. It is possible that if the market holds its strength it will advance, but I would take the first favorable opportunity to sell. (2) I believe in the future of Kansas City Southern. Ultimately, it ought to do better than Colorado Southern common, but of course much depends upon the possibilities of pools and combinations. The Kansas City Southern is a valuable feeder for several trunk lines, and whenever they get ready to take it in it should have a sharp advance.

"X. Y. Z." Albany, N. Y.: Question regarding United States Steel answered elsewhere. Continental Tobacco reports for the past year a surplus of a little over a million, which is about three times the surplus for the preceding year. This would be about 2 per cent. on the fifty million of common stock. The capitalization is enormous, but I hear good reports of its earnings. Continental Tobacco is too high, as compared with other industrial stocks. Why? It should sell much higher than American Ice common, which has only \$25,000,000 of capital stock and pays 4 per cent. regularly, it is not easy to understand. (2) I know of no such book.

"Inquirer," Philadelphia: Yes, the market looks "dizzy," but until we have an end of the proposed deals and combinations I would not advise short sales. (3) The probable retirement of Northern Pacific preferred would strengthen the common shares, and yet for a road that was in the hands of a receiver only four years ago the stock looks dangerously high. (3) I am inclined to believe that the market must have a much severer reaction before the first of August, but I would wait until the developments in Northern Pacific are made more clear. (4) Many prudent men are withdrawing from the market, putting their money in the banks, and waiting for the expected break. (5) Answered elsewhere. (6) Not the highest.

"L. C. C." Roxbury, Mass.: A large number of believers in United States Steel are to be found on Wall Street, and many unhesitatingly say that the common will advance twenty points before it declines ten. As a rule, when everybody expects a stock to go up, it is more likely to go down. The iron and steel situation just now favors an advance, but I hesitate to recommend the purchase of U. S. Steel because a single man's life and health are its main reliance, and we know what happened to the market when ex Governor Flower fell. A strike might also jeopardize its future. The unprecedented industrial depression in Germany and in England plainly foreshadows that we must reduce prices if we are to hold the export trade in iron and steel, which showed such an enormous growth last year. We have a competitor in Canada, which is offering heavy iron bounties and thus developing its iron industry to an extraordinary degree. In the province of Ontario the bounties amount to \$7 per ton, and a new steel company, with a capital of \$5,000,000, has just located at Collingwood. So many iron and steel plants are being started that the bounty is sure to become a great burden on the Dominion; but while these bounties are being paid, the iron and steel plants across the border, with their abundant iron ore and cheap labor, will be vigorous competitors in our home market and still more vigorous competitors in foreign markets. These things cannot and must not be overlooked, for they are full of significance. (2) If the market maintains its strength opportunities for profit will be found in St. Louis and San Francisco second preferred, Kansas City Southern preferred, and the Erie and Reading shares.

April 15. JASPER.

Life-insurance Suggestions.

A READER, who evidently keeps his eyes open, writes to "The Hermit" to say that he joined a fraternal order five years ago, paying \$19 in annual dues and assessments and receiving insurance for \$2,000. Last year his insurance cost him \$24.50, and this year he thinks it will reach \$30. He wants to know if it would not be advisable for him to insure in one of the old-line companies, where the premium would be fixed and where there would be no increase, but, if anything, a diminution from year to year. I unhesitatingly answer in the affirmative. It has been argued that the fraternal orders have their field of usefulness in that they offer, to persons of limited resources, cheap insurance for a short time. But is it not more advisable to take less insurance and have it secure, and derive the benefit that comes with the lapse of time from the accumulated earnings to which the policy is entitled? The chances of death are so small that in most instances money paid for life-insurance is simply a form of investment, but it is never an investment that one can expect to have paid back to him while living if it is paid to a fraternal order. All the great life insurance companies are ready to guarantee certain cash returns to their policy-holders at the expiration of an insurable period. Loans are also given on policies, at five per cent., and so the longer a policy continues in operation, the greater its value. In any of the assessment orders, the longer the membership, the greater the burden. There is a radical difference between the two forms of insurance that my readers must not lose sight of.

"H." Charles River Valley, Mass.: Will the Union Central guarantee it?

"N." New York: Unless provision is made in case of suicide, it will not vitiate the policy.

"N. A." San Antonio: The Germania Life of New York is a strong company, not as large as the Mutual Life, but doing a profitable business. My own preference would be for insurance in the Mutual.

"J. P. C." Vancouver, Wash.: I do not regard the company as strong as any of the three great New York companies—the New York Life, the Equitable, and the Mutual Life—though it makes a good annual statement.

"H. H." New York: The policy in the Northwestern Mutual offers no better inducements than policies of a similar class in the New York Life, the Mutual Life, the Equitable, the Prudential, the Provident Savings, or any other of the leading old-line companies.

"J." Providence, R. I.: The Scandinavian Mutual Aid Association is an assessment concern, which has been obliged to increase its assessments considerably because of the increasing death-rate. It has been contemplating reinsuring in some other company, or a reorganization on an old-line basis. Is this the company to which you refer? I find no record in the State insurance report of any other.

"Doubter," Philadelphia: The injunction of the policy-holder in the Mutual Reserve, recently applied for, was intended to restrain this association from putting into operation the amendments to its by-laws requiring it to place a lien on the old policies representing the amount of their deficit in premium payments. The application for an injunction was denied. (2) The ordinary policy of the Prudential issued this year is incontestable after one year.

"T. L." Columbus, O.: The policy to which you refer would not mature for two years. At the time it was taken out, the Equitable issued several different forms of deferred dividend contracts, for which the same premium rate was charged, but which differed widely in other respects. Without knowing the particular class in which your policy was issued, I am unable to give you the information you seek. I find that a policy issued twenty years ago by the Equitable, at the age and premium you quote, for \$1,000, had a cash value at the end of its deferred dividend period of \$982.57. On this basis the cash value of a \$10,000 policy would obviously be \$9,825.70.

"P." Worcester, Mass.: I am not surprised that your assessments in the A. O. U. W. are growing. The policy in the Equitable, for \$1,000, which you say has been offered you, and which will give you back, at the expiration of twenty years, all that you paid in, will give you far more satisfactory results than a continuance of your present membership, with a life benefit of \$2,000. This, according to your figures, is now costing you almost as much as the policy in the Equitable for \$1,000 would cost. At the end of your twenty-year term, the Equitable policy will give you back all the money that you put in. The premium remains the same from year to year. In the fraternal order, the cost of membership bids fair to increase with the increase of your age. No stamp inclosed.

The Hermit.

THE SUNNY SIDE OF LIFE.



This message-boy, to please you all,
Will do his very best.
You drop your silver in his hand
And he will do the "rest."

A New Century "Cycle" Victory.

SHE used to be a seashore peach,
A leading "pebble on the beach";
Expert at golf and tennis each
Was beautiful Clarissa.
But now she's taken up the wheel
And, pushing it with fervent zeal,
She caught a fellow by this deal,
He really couldn't miss her.

A. L. B.

The Straw That Broke the Camel's Back.

Wife (three a.m.)—"John Henry, you're drunk!"
John Henry—"N-no (hic), my dear; I'm only
ti(hic)red. Wez my slippers?"
Wife (in disgust)—"Over there beside the fire-place,
where they have been since six o'clock last evening."
John Henry (after wandering around for half an hour)
—"Scuse me (hic), my dear. Wez the fire-place?"

Of Two Evils.

THERE is a welcome quiet in the block across the way—
We do not hear the piano-forte a-jingling night and day;
The girls now work another set of pedals up and down—
We have a respite since the cycle-craze has come to town.

After Six Years.

Bangs—"It's six years since Charley was married, and
he still calls his wife his 'pet lamb.'"
Biaby—"Perhaps it helps to remind him that he went
wool-gathering when he married her."

The Raw Material.

"PAPA, don't they say that 'matches are made in
heaven'?"
"Yes, my son."
"But what is the reason, when the brimstone and sul-
phur are in the other place?"

Changed Her Mind.

Lady Visitor—"Well, Maisie, I have come after that
new baby; you know you told me last week that you didn't
want it and that I could take it home."
Maisie—"Well, you can't have it. I want it myself
now; but I'll get you a piece of paper and you can cut a
pattern."

Modern Progress.

She—"You have been away in the country, haven't
you?"
He—"Yes. Visiting some people I used to know when
I was a boy."
She—"Particular friends?"
He—"Oh, no. Father and mother."

SPECIAL TELEGRAMS TO "LESLIE'S WEEKLY."



Washington, D. C., April 18th.—An unknown man mount-
ed to the dome of the Capitol, Tuesday, with his wheel, scorch-
ed from the top to the roof below, bounded from the roof to
the steps, down the long flight of steps to the street, then on to
Pennsylvania Avenue and disappeared.

Overheard by Mamma.

Minnie—"No, indeed; I won't marry you, Reggy."
Reggy—"What's the reason you won't, if I have a
candy-store and kind trick donkeys?"
Minnie—"You may take to drink if you have so much
money."

Relieving the Situation.

"THE Duchess of Banbury was at Mrs. Lyon-Hunter's
last night. She went to sleep before the whole company
just after dinner."
"Very embarrassing to the hostess who had invited the
guests to meet her."
"Oh, she's never at a loss. She immediately turned
down the lights and asked Professor Longhaar to try his
hypnotic powers on the company."

Financial Responsibility.

"DID Dumley's marriage involve any financial respon-
sibility?"
"Oh, yes; his wife requires him to earn enough to pay
his laundry-bills."

Joe Miller in Japan.

IN Tokio a confirmed tippler, having occasion to send
his servant, a country girl, to buy some saké, which is a
native drink, said, placing the empty bottle in her hands:
"Now be very careful and see that you don't fall in
coming back. If you fall, you know, you will be sure, one
way or another, to spill the wine. Of course, if you are
obliged to fall, I suppose you must; but in that case put
down the bottle carefully on the road and then fall."

His Amended Complaint.

A MAN wearing a bandage across one eye called at a
solicitor's office and declared that he must have a divorce
from his spouse. By way of cause, he complained that
his wife made a practice of throwing things at the dog.
"You can't get a divorce for that," explained the
solicitor.
"The worst of it is," complained the husband, "every
time she throws at the dog she hits me."

Too Great a Risk.

"HERE," said the agent of the steamship line, "are a
few of our circulars and booklets, giving detailed descrip-
tions of winter tours to out-of-the-way places on our
vessels."
The bank cashier paled, and shrank back with a gesture
of alarm.
"Take them away!" he gasped. "If one of the di-
rectors saw those things sticking out of my pockets he'd
have my books overhauled. Take them away!"

Too Sharp.

A GENTLEMAN on a visit to a coal mine, thinking to
take a rise out of the foreman, an Irishman, asked him
the following question:
"I say, Pat, how do you get the men up out of the pit?"
Pat, seeing through the joke, answered:
"Oh, we pull them up with the hair of the head."
The gentleman looked at him a second or so, and then
said, with a smile on his face:
"Ha! but what about those with bald heads?"
"Oh," says Pat, "we use suckers for them."

From Long Experience.

"WHAT are you sealing up in that envelope so care-
fully, Jones?"
"Important instructions that I forgot to give my wife
before I came to town this morning. I am going to send
it up home."
"Will your wife open it at once?"
"Rather. I have made sure of that."
"How?"
"Our lady typist will address it to me, and put a big
'private' on the corner of the envelope."

Too Quickly Cured.

Good Samaritan (to friends doctoring a man at the
roadside for snake-bite)—"There, he's coming around all
right, poor fellow! I guess you needn't pour any more
of that whiskey down him."
Rusty Collins (in a voice faint, but earnest)—"Let
'im (hic) bite me (hic) 'gain."



Pantown, Kan., April 25th.—Miss Priscilla Prunelle of
this town, aged one hundred and two years, makes a century
run every morning before breakfast, after which she gives
three rousing cheers for herself, milks seventeen cows, hoes in
the garden and does a three weeks' washing.



THE UPRIGHT TANDEM FOR 1901.

Lots of Fun.

"So you still manage to put up with your Tartar of a
wife?"
"Oh, yes. We have lots of fun together."
"How is that?"
"Well, you see, my wife, when she gets into a passion,
is in the habit of throwing at me anything that comes in
her way. Every time she hits me she is pleased, and every
time she misses I am pleased; and thus we are never short
of amusement."

A Drawback.

Mrs. Hobnobs—"I shall have to try another French
maid; this one won't do."
Hobnobs—"What's the matter with her?"
Mrs. Hobnobs—"The baby is picking up a distinct
Irish brogue."

"Why?" She Asked.

Mr. Bloobumper—"My dear, you have an irritating
habit of asking 'Why?' after every statement I make.
Now won't you try to break yourself of the habit?"
Mrs. Bloobumper—"Why, certainly, my love. I'm
sure I didn't know I did. I'll certainly try to break my-
self of the habit, as you suggest. But why?"

The Best She Can Do.

Kilduff—"What an awful talker Miss Tungstate is.
She absolutely talks all the time."
Skidmore—"Not when she eats, surely."
Kilduff—"She does the next thing to it. She eats
audibly."

Her Loving Friends.

Maud—"Mabel is trying to catch the new minister,
isn't she?"
Irene—"Desperately. She thinks he would have pro-
posed the other evening if he had come prepared, but that
he was afraid to undertake it extemporaneously."



Hilltown, N. J., April 26th.—Joshua Peevy, who has been
blind since birth, was out riding yesterday on his wheel and
was caught in a hard rain-storm ten miles west of here. The
roads being impassable, he rode the entire ten miles on the
telegraph wire. He will be given a reception to-night by the
local wheel club.

The Spalding Bicycle

ON THE RACE TRACK

and in road races, where great strains are put upon wheels, the Spalding bicycle has earned a fine reputation. No wheel can stand such service, and gain success, unless it is staunch and well designed.

"THERE'S MERIT IN THE SPALDING RED HEAD—LOT OF IT!"

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INDIANAPOLIS, IND.



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THE superior service between New York and Boston via the Springfield Line of the Boston and Albany Railroad is worthy of notice. Their trains leave either city at 9:00 A. M., 12:00 noon, 4:00 P. M. and 11:00 P. M. An excellent dinner is served in dining-car on the 4:00 P. M. train.

TIME, said Franklin, is the stuff of life. Telephone service saves time. Verb. sap. Rates in Manhattan from \$30 a year. New York Telephone Co., 15 Day, 111 W. 38th.

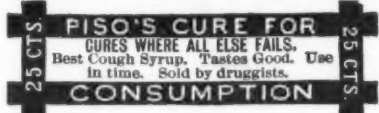
DR. SINGERT'S Angostura Bitters, great South American tonic for weak people.

Advice to Mothers: Mrs. WINSLOW'S SOOTHING SYRUP should always be used for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for diarrhoea.

Buy it. Try it. You will never change your brand. Cook's Imperial Extra Dry Champagne never fails to please.

SOHMER & Co. find it almost impossible to keep pace with the pouring torrent of orders. The fame of the Sohmer Piano is now world-wide, and the demand for the instrument is almost universal.

TO THE DEAF.—A rich lady, cured of her deafness and noises in the head by Dr. Nicholson's Artificial Ear Drums, gave \$25,000 to his institute, so that deaf people unable to procure the Ear Drums may have them free. Address No. L. 894, the Nicholson Institute, 780 Eighth Avenue, New York.



DISTINGUISHING FEATURES OF THE
DISPLAY AT ARNOLD, CONSTABLE
& CO.'S.

The costumes found at Arnold, Constable & Co.'s, Broadway and Nineteenth Street, Manhattan, are always distinguished by a special touch of elegance; but this characteristic is particularly noticeable this season and lends a particular charm to the exquisite examples from the leading French designers that now are in view. For a bridesmaid's costume or a dainty fluer gown there is a shell pink liberty gauze, with incrustation of Valenciennes lace on skirt and low cut bodice; the skirt is double, the under and upper finished with a tucked flounce edged and headed with bands of the lace; the half sleeves are very full and the broad belt is of cloth of silver. A silver gray crepe de chine is an exceptionally beautiful model, the bodice tucked in sunburst effect with centres of Cluny lace. The skirt is elaborately tucked in graceful lines and finished with a deep, graduated flare ruffle with insertions and edging of Cluny. A dark blue foulard silk with white coin spots is noticeable for its ornamentation of blue velvet discs on the bodice and also for the sleeves, which are set far up on the shoulders. A short bolero of blue cloth with half sleeves completes this costume. Of the new wraps the Bedouin cape calls for special mention and one seen here is of biscuit colored cloth, the inner side of the front appliqued with blue cloth outlined with gold and black souache braid; on the edge of the hood is a vivid band of bright yellow and the cape fastens with cord and tassels. A carriage wrap of tobacco brown taffeta is an example of perfect color blending, the lace and embroidery which form the trimming exactly matching the silk; buttons of steel and black chenille, with pendants of narrow velvet ribbon and steel beads, lend a pleasing touch of novelty.

OLD POINT COMFORT, RICHMOND, AND
WASHINGTON.

LAST TOUR OF THE SEASON VIA PENNSYLVANIA RAILROAD.

The last six-day personally-conducted tour of the season to Old Point Comfort, Richmond, and Washington via the Pennsylvania Railroad will leave New York and Philadelphia on Saturday, April 27th. Tickets, including transportation, meals en route in both directions, transfers of passengers and baggage, hotel accommodations at Old Point Comfort, Richmond, and Washington, and carriage ride about Richmond will be sold at rate of \$34.00 from New York, Brooklyn, and Newark; \$32.50 from Trenton; \$31.00 from Philadelphia, and proportionate rates from other stations.

OLD POINT COMFORT ONLY.

Tickets to Old Point Comfort only, including luncheon on going trip, one and three-fourths days' board at that place, and good to return direct by regular trains within six days, will be sold in connection with this tour at rate of \$15.00 from New York; \$13.50 from Trenton; \$12.50 from Philadelphia, and proportionate rates from other points.

For itineraries and full information apply to ticket agents; Tourist Agent, 1196 Broadway, New York; 789 Broad Street, Newark, N. J.; or George W. Boyd, Assistant General Passenger Agent, Broad Street Station, Philadelphia.

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Astronomy, Natural History and
Miscellaneous Scientific Subjects.

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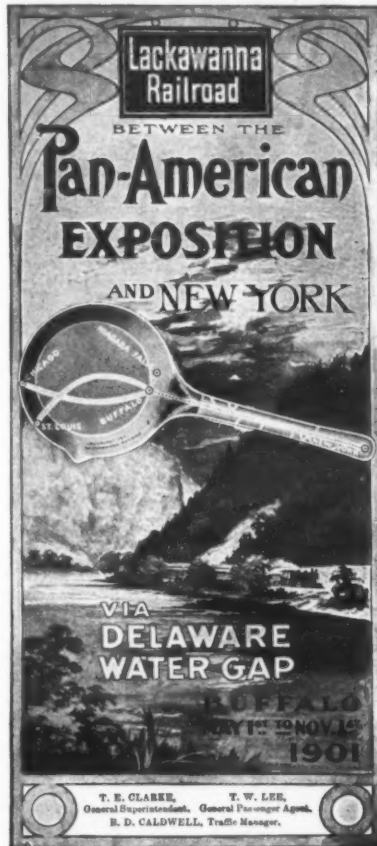
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THE NEW MILITARY FORMATION AT SING SING.

The Terror of the Lock-step.

HE was erect of bearing, plainly but cleanly dressed, and when he said he was an applicant for the vacant position in New York, he spoke in a manner that indicated education and good breeding. He was stopping at a Mills Hotel, he said, and was sorry but he had no references. He had been without occupation for five years, ill, as he explained, but had recovered sufficiently to work. He wrote a good hand, and was told he could try the place.

He appeared delighted and went to work at once getting packages and boxes in the big mercantile house ready for shipping. He had a rather peculiar manner of walking which seemed even to annoy him, for after going the length of the long shipping-room with head down and eyes straight in front, and emphasizing each step with his left foot, in a shambling sort of way, he would suddenly raise his head, look around as if startled, and try to step briskly and solidly, but in a moment would lapse into the same accented shamble. The detective of the establishment came down into the shipping-room a few hours after the man had accepted the position and carelessly looked him over. Then, going up to the office, he said:

"The new man's a convict, sir. He's served time in state-prison."

"How do you know?" rather sharply asked the member of the firm who had hired him, for he had been impressed by the man's appearance and manners.



THE OLD LOCK-STEP AT SING SING.

"He's got the lock-step down fine," said the detective, rather carelessly. "He can't get away from it. None of them can for a long time."

The new man stood in the office picking his hat-rim nervously, for he suspected trouble.

"You've served time," said the detective, gruffly. "No use of denying it."

The man turned ashen, his lips white and trembling as he said, rather defiantly, "Yes, I made a mistake," and then passionately appealing to the firm member, "For God's sake can't a man get a new start? I never was dishonest. I made a mistake. It was my first."

"We can't keep you," said the head of the firm not unkindly. As he turned to leave he said to the detective, "Tell me how you knew. What shall I do?"

And the detective with natural gruffness answered, "Forget that lock-step if you can. Every detective in the State is on to it."

The first-term man who leaves the prison in New York State ready to begin life anew will never more be identified by the lock-shamble, and his career in prison will not be as plainly marked as if he wore a puritanical brand. Instead, he will have acquired a military bearing that will perhaps have improved his appearance. The Hon. Cornelius V. Collins, State superintendent of prisons for New York State, has abolished the lock-step for first-term men in the prisons and has substituted for it a military marching method. Mr. Collins is one of the first superintendents of prisons to believe that reformatory methods should obtain in the prisons, and that convicts are not all alike.

In the first place he has dressed his prisoners so as to distin-

guish the first-term men from the second-termers and incorrigibles. Next, he has separated the men as well as possible, keeping the first-termers away from the evil influences of the old-timers, and then he has abolished the lock-step for first-termers, so that the first-term men, shall not go out with a mark upon them that may hinder them from going in the right way. Superintendent Collins has not stopped at this improvement. He has just had passed by the Legislature of his State bills providing for a system of parole of first-term prisoners and for indeterminate sentences. His statement concerning it displays a broad sense of humanity seldom found in a prison official. He says:

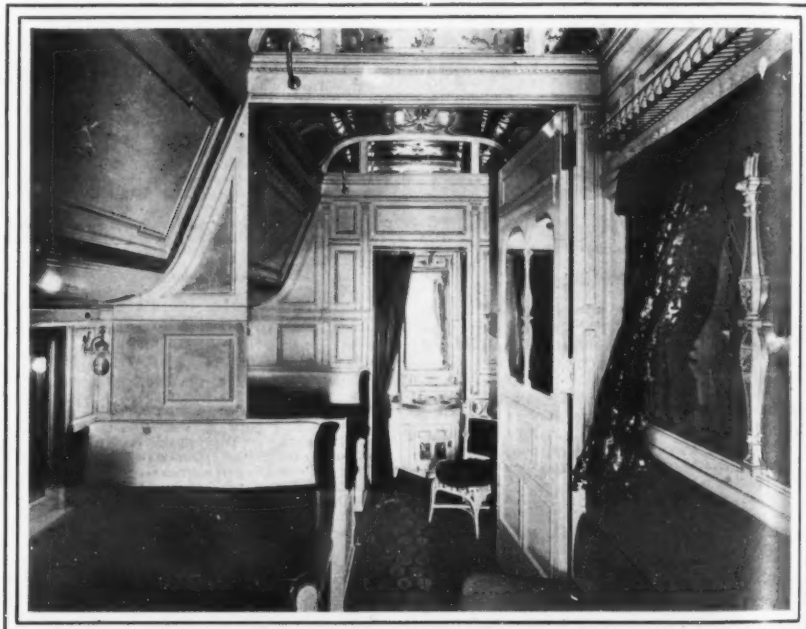
A man is convicted of crime; he is given the indeterminate sentence; he enters the prison, and is under the observation of the officials; he makes his record; he can be discharged or paroled at a certain stage of the sentence, in the option of the authorities. The great merit of this sentence lies in its specific adaptation to each case. Within the limits of the sentence each convict may, by his conduct, earn the privilege granted. In this practical way the paroled men, with the realization that their liberty hinges on their behavior, are very careful to lead blameless lives, to avoid bad company, and to keep away from temptation. They had learned what crime means, and what the penalty of wrong-doing is. The past admonishes them; the future offers the reward of good conduct, and with the hope of freedom and appreciating the benefits they may earn, they exercise more self control, begin to form correct habits, and are really going through the most beneficial discipline; in a word, the man is working out his own reformation. Much is granted to him; if he has manly feelings he is grateful. He is under supervision and has none of the wanton feeling of liberty that the fully-discharged man often has. The highest practical test of this method is the operation of it, and the benefits which come out of it. These are very encouraging and suggest the extension of the method.

GEORGE EDWARD GRAHAM.

The Acme of Luxurious Travel.

In these days when pleasure is being reduced to a fine art it is to be expected that all the former discomforts of travel will be done away with. Nowhere else in the world may one find as much solid comfort on the rail as in the United States. It has been reserved for the Lake Shore "Limited," which leaves the Grand Central depot in New York every afternoon, to reach the height of perfection in sumptuous travel.

The cars which make up this train were lately finished by the Pullman company. In the sleeping-cars each section is furnished with a lamp for the use of travelers who wish to read after retiring. The ladies' dressing-rooms are furnished with dressers, seats, hot and cold water, electric curling-iron heaters, and many other conveniences. There are equal comforts for the men. Each train includes a buffet, library, and smoking car, with barber-shop and bath-room, a dining-car, three drawing-room and stateroom sleeping-cars, and an observation compartment car. No train so splendid in all its appointments has ever before been placed at the service of the public.



THE PERFECTION OF LUXURIOUS COMFORT IN TRAVEL—A GLIMPSE OF ONE OF THE LAKE SHORE'S MAGNIFICENT NEW CARS ON ITS "LIMITED" SERVICE.
Photographed for "Leslie's Weekly" by Its Staff Photographer, R. L. Dunn.

Training Cats for the Stage.

WHILE dogs are the most intelligent and teachable of our domestic animals, cats are commonly supposed to be the least endowed with ability to learn anything that does not concern their indolent sense of comfort. The man who would teach cats to run and jump at word of command, to leap through

blazing hoops, to waltz and see-saw and perform clownish tricks, must possess a fund of patience that never gives out.

Techow is such a man. He has delighted audiences, especially juvenile ones, at Keith's in New York and in play-houses all over the country with his amazing exhibitions of what the household cat can be taught to do. When his wand waves these felines waltz, march by pairs and fours, "play horse," run treadmills and Ferris wheels, and yet do it all with a sullen air that shows how quickly they would rebel if they dared. Once in a while there is a mutiny among these furry performers, but Techow quickly quells it, and that without roughness. His control over these stubborn animals suggests hypnotism. But the professor disclaims any power out of the ordinary.

"There are three necessities in training cats," he said recently.

"The first is—?"

"Patience."

"The second?"

"Patience."

"The third?"

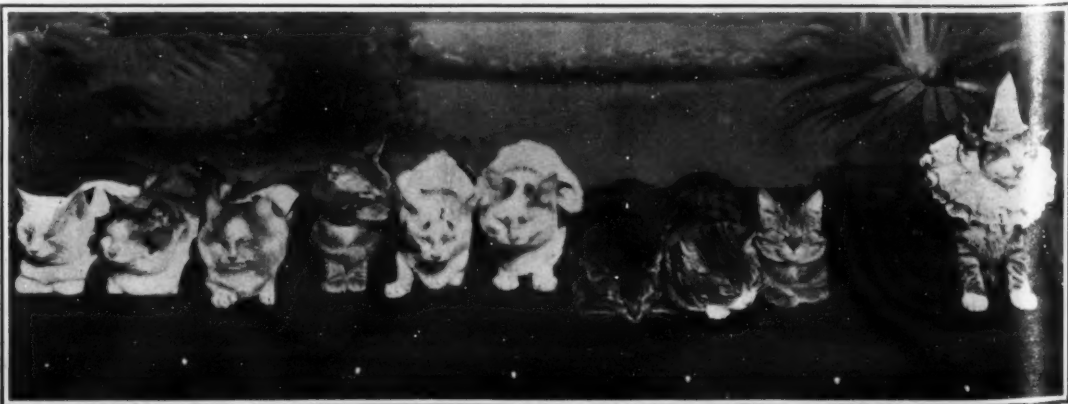
"Patience."

And there you are. Any one can train a cat to do marvelous things. You have Professor Techow's word for it.

What the Bicycle Does for Us.

W. H. H. MURRAY, better known perhaps in the sporting and literary world as "Adirondack Murray," has often been called the evangelist of out-door life. With voice and pen and example for forty years he has forced on the American people the need of out-door exercise and the value of any invention or game that causes them to seek and love the free life of the open air. In one of his recent addresses before a distinguished audience he said:

I have never ridden a bicycle, and have recognized the humor and the satire to which it exposes itself in the hands of the faddists and the cranks alike. But I have recognized also how much it has contributed to the cause of out-door life and how much of recreation, health, and happiness its introduction to the public has given to the American people. Equestrianism is possible only to the few. Canoeing is beyond the reach of many. Angling and hunting can never enlarge their circle beyond a limited circumference. Golf belongs to the wealthy and those who can command leisure, and that most royal of all exercises—skating—is, from the necessity of climate, confined to a geographical section and a brief season. But the bicycle is open to all the people and brings to all the opportunity of rare and delightful recreation. It connects the work-shop and the home of the mechanic with a line of stimulating and pleasurable exercise. It widens the area of happy companionship, and multiplies the facilities of social intercourse. It adds variety and charm to family life, gives to the weary brain-worker



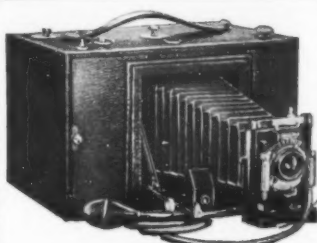
TECHOW'S TRAINED CATS LINED UP FOR A PERFORMANCE.
Photographed for "Leslie's Weekly" by Its Staff Photographer, R. L. Dunn.

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contains more digestible nourishment than the finest Beef tea. For Breakfast, Luncheon, or Supper, it is unequalled.
Sold at all grocery stores—order it next time.

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Why? BECAUSE, being possessed of one of these, you need no other, as it enables you to make panoramic pictures, and is also arranged for plate work of the finest quality. It does the work of all cameras combined in one.
On account of the available space in the "F" styles, you are enabled to produce larger objects on the same size plates than with any other camera. We sell direct to the consumer. We will send free upon the receipt of your request, our artistic 1901 catalog, and a nice full size 5 x 12 photograph, mounted on fine bevel card, showing the quality of work our camera does.



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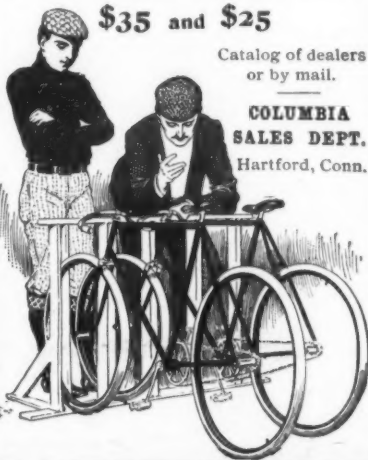
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